PANY

M.

he public.

1105a

SF 12/28/18

TA-San Fran
TFR-Oak Pr

Until further advised will be no objection to your starting 254 out San Fran 12.05 AM. A-13. Jt TA TFR

RLRuby

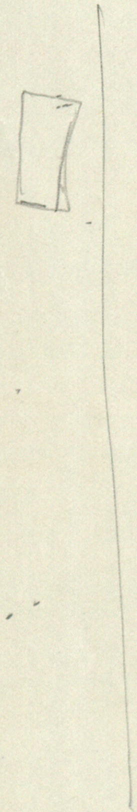
cc GEG
JDB
JHD
FLB
THW

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

R. L. RUBY,
Acting Superintendent of Transportation.

COAST DIVISION



SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

106

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Sunday, June 2, 1918, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,	D. W. CAMPBELL,	R. L. RUBY,
Vice-President and General Manager.	*Assistant General Manager.*	*Acting Superintendent of Transportation.*

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Time Table No. 106

June 2, 1918

Capacity of sidings and Spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS																				Distance from San Francisco	STATIONS
					✓	✗ ✓				✓				✗ ✓	✓	✗ ✓		+ ✓				
	50	48	46	44	70	110	30	86	510	28	62	40	38	24	84	78	36	32	508	34		
	Redwood City Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Watsonville Junction Limited	Sunset Express	San Jose Passenger	Mayfield Passenger	Milk Train	Del Monte Express	San Jose Passenger	San Jose Passenger	Mayfield Passenger	San Luis Obispo Pass.	Scenic Local	Shore Line Limited	San Jose Passenger	Watsonville Junction Passenger	Milk Train	Express		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		
	5.25PM	5.20PM	5.05PM	4.20PM	4.00PM	3.30PM	3.00PM	2.30PM		2.00PM	1.20PM	11.40AM	10.40AM	9.00AM	8.05AM	8.00AM	7.00AM	6.10AM		2.30AM	0.0	DNR **SAN FRANCISCO** 1.9
			s																		1.9	23D STREET 0.3
																					2.2	ARMY STREET 0.9
			s																		3.1	14TH AVENUE 2.1
Yard {	5.37	5.32	5.19	4.32	4.12	3.42	3.12	2.42		2.12	f1.32	f11.52	s10.53	9.12	8.17	8.12	f 7.12	6.22		s 2.42	5.2	BAYSHORE 1.3
												f					f				6.5	VISITACION 2.8
Yard	5.43	5.38	s 5.25	s4.40	4.18	3.48	s 3.18	2.48		2.18	s1.39	s11.59AM	s11.00	s 9.18	s8.24	8.18	s 7.20	s 6.28		s 2.49	9.3	SO. S. FRANCISCO 1.1
Y																					10.4	**TANFORAN WYE** 0.6
22	5.46	5.41	s 5.29	s4.44	4.21	3.51	3.22	f2.52		2.21	s1.43	s12.03PM	s11.04	9.21	s8.28	8.21	s 7.24	f 6.32		s 2.53	11.0	RP **SAN BRUNO** (Spur) 1.1
		s						f			f		f				f			f	12.1	LOMITA PARK 0.8
18																					12.9	AQUA (Spur) 0.8
52		5.45	5.33	f4.49	4.25	3.56	3.26	2.57		2.25	f1.49	f12.08	f11.09	9.25	f8.32	8.25	f 7.30	f 6.37		s 2.58	13.7	MILLBRAE 1.5
20	s			f				f			f	f	f		f		f	f		s	15.2	BROADWAY (Spur) 1.1
35 14	s5.56		s 5.38	s4.56			s 3.32	s3.02			s1.56	s12.15	s11.16	s 9.29	s8.38		s 7.38	s 6.44		s	16.3	BURLINGAME (Spur) 0.5
14																					16.8	HOWEST (Spur) 1.1
99 W	s6.01	5.52	s 5.42	s5.02	4.31	4.03	s 3.38	s3.06		2.31	s2.00	s12.21	s11.21	s 9.34	s8.43	8.31	s 7.43	s 6.49		s 3.11	17.9	SAN MATEO 1.0
20	s			f							f		f				f				18.9	LESLIE (Spur) 0.8
15																					19.7	ROMAC (Spur) 0.6
	s										f	f			f			f		f	20.3	BERESFORD 1.6
21	s6.12			s5.10			s 3.45				s2.09	s12.30	s11.30	f	f8.51		s 7.52	s 6.57		s 3.19	21.9	BELMONT (Spur) 0.8
9																					22.7	PUMORK (Spur) 0.5
54	f6.15	f6.00	5.51	f5.14			f 3.48	f3.15		2.39	f2.12	f12.34	f11.34	f 9.44	f8.54	8.38	f 7.55	f 7.00		s 3.23	23.2	SAN CARLOS 2.2
Yard	s6.20	s6.04	s 5.56	s5.20	4.41	4.14	s 3.54	s3.18		2.42	s2.18	s12.40	s11.40	s 9.48	s8.59	8.41	s 8.01	s 7.05		s 3.27	25.4	REDWOOD CITY 0.8
Yard Y	s6.22PM	6.06	5.58	5.22	4.43	4.16	3.56	3.20		2.44	2.20	12.42	11.42	9.50	9.01	8.43	8.03	7.07		3.29	26.2	DNR **REDWOOD JCT.** 1.6
56		s6.09	s 6.01	s5.25			s 3.59	3.22		2.46	f2.23	f12.45	f11.45	9.52	f9.04	8.45	f 8.06	f 7.10		s 3.31	27.8	ATHERTON 1.1
36 Y		s	s	s			s	s			s	s	s	s	f		s	s		s	28.9	P MENLO PARK (Spur) 1.2
39 40		s6.18	s 6.10	s5.35			s 4.10	s3.30			s2.32	s12.56	s11.57AM	s10.00	s9.12		s 8.16	s 7.19		s	30.1	P PALO ALTO (Spur) 1.7
51 WY		s6.21	s 6.13	s5.39	s 4.50PM	4.23	s 4.15	s3.35PM		2.52	s2.37	s 1.00	s12.01PM	s10.04	s9.17AM	8.50	s 8.21	s 7.23		s 3.43	31.8	R **MAYFIELD** 3.0
				f	Via Los Altos				Via Newark						Via Los Altos		f	f	Via Newark	f	34.8	CASTRO 1.3
55		s6.28	s 6.21	s5.50		4.29	s 4.21			2.59	s2.45	s 1.10		s10.12		8.56	s 8.30	s 7.33		s 3.53	36.1	MOUNTAIN VIEW 2.7
15		s6.34		s5.56			s 4.26				s2.50	s 1.16		s10.17			s 8.36	s 7.40		s	38.8	P SUNNYVALE (Spur) 2.0
54		6.39	f 6.30	f6.01		4.35	f 4.30			3.04	f2.54	f 1.22		10.22		9.03	f 8.41	f 7.45		s 4.08	40.8	LAWRENCE 3.5
Yard		s6.43	s 6.36	s6.07		4.41	s 4.36			3.09	s3.01	s 1.31		s10.30		9.08	s 8.47	s 7.53		s 4.20	44.3	SANTA CLARA 1.4
I				f					3.50PM		f	f					f	f	5.55AM	s	45.7	RP **COLLEGE PARK** 0.1
																					45.8	S. P. C. Crossing 1.1
Yard ITWFO		s6.50PM	s 6.43PM	s6.15PM		s4.50PM	s 4.42PM		s3.55PM	s 3.15PM	s3.10PM	s 1.40PM		s10.40AM		s9.15AM	s 8.55AM	s 8.00AM	s6.00AM	s 4.30AM	46.9	DNRP **SAN JOSE**
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		(46.9)
	(0.57)	(1.30)	(1.38)	(1.55)	(0.50)	(1.20)	(1.42)	(1.05)	(0.05)	(1.15)	(1.50)	(2.00)	(1.21)	(1.40)	(1.12)	(1.15)	(1.55)	(1.50)	(0.05)	(2.00)		............Time over District.
	27.72	31.26	28.70	24.46	38.16	35.17	27.58	29.35	14.40	37.52	25.58	23.45	23.55	28.14	26.50	37.52	24.46	25.58	14.40	23.45		............Average speed per hour.

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 3, 4 and 5 for additional trains between San Francisco and San Jose.**

ADDITIONAL STOPS.

Nos. 34 and 38 Sunday on signal at Visitacion.
Nos. 36 and 86 at Butler Road to receive or discharge passengers.
Nos. 84 and 44 on signal at Butler Road.
No. 40 Sunday on signal at Castro.
No. 62 Sunday on signal at Visitacion.
No. 28 on signal at San Mateo to receive passengers for points east of San Jose.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106

June 2, 1918

FIRST CLASS

Automatic Block

Double Track

STATIONS		Distance from San Jose	33	35	57	37	39	41	43	65	45	29	69	75	47	505	17	61	27	49	31	83
														X✓			X✓		X✓		X	
			San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Limited	The Lark	San Francisco Passenger	San Francisco Passenger	Seashore Express	San Francisco Passenger	Del Monte Express	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger
			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DNR **SAN FRANCISCO**	1.9	46.9	6.20AM		7.25AM	7.35AM	8.00AM	8.23AM	8.40AM	8.45AM	9.00AM	9.40AM	9.52AM	10.15AM	10.55AM		11.15AM	11.55AM	12.35PM	2.00PM	4.20PM	5.30PM
23D STREET	0.3	45.0	s		s	s				f												
ARMY STREET	0.9	44.7								f												
14TH AVENUE	2.1	43.8	s		s					f												
BAYSHORE	1.3	41.7	s 6.05	Via Ocean View	f 7.07	7.20	7.47	8.09	8.28	f 8.32	8.48	9.28	9.40	10.01	s 10.43		11.02	f 11.43	12.21	1.48	4.05	5.18
VISITACION	2.8	40.4			f					f										f		
SO. S. FRANCISCO	1.1	37.6	s 5.58		s 6.59	s 7.14	s 7.41	s 8.03	8.22	s 8.26	s 8.42	s 9.22	9.34	9.55	s 10.37		10.55	s 11.37	12.15	s 1.41	s 3.58	s 5.12
TANFORAN WYE	0.6	36.5																				
RP **SAN BRUNO**	1.1	35.9	s 5.53	s 6.45AM	s 6.52	7.11	s 7.37	s 7.58	8.18	s 8.22	s 8.37	s 9.17	9.31	9.51	s 10.31		10.51	s 11.31	12.11	s 1.36	3.53	5.08
LOMITA PARK	0.8	34.8	f	f	f		f	f		f	f							f		f		
AQUA	0.8	34.0																				
MILLBRAE	1.5	33.2	s 5.46	f 6.35	s 6.45	7.07	s 7.29	f 7.51	8.14	f 8.18	8.31	s 9.13	9.27	9.47	s 10.24		10.47	f 11.24	12.07PM	f 1.29	3.48	5.04
BROADWAY	1.1	31.7	f	f	f	s	s	s		f	s	f			f			f		f		
BURLINGAME	0.5	30.6	s 5.40	s 6.28	s 6.38	s 7.00	s 7.22	s 7.45	s 8.09	s 8.11	s 8.25	s 9.06			s 10.19			s 11.19		s 1.23	s 3.43	s 4.59
HOWEST	1.1	30.1																				
SAN MATEO	1.0	29.0	s 5.35	s 6.21	s 6.33	s 6.54	s 7.17	s 7.40	s 8.04	s 8.05	s 8.20	s 9.00	9.21	9.39	s 10.14		10.39	s 11.14	s 11.59AM	s 1.18	s 3.37	s 4.54
LESLIE	0.8	28.0				f		s		f								f		f		
ROMAC	0.6	27.2																				
BERESFORD	1.6	26.6	f	f	f		f		f	f		f			f					f		f
BELMONT	0.8	25.0	s 5.27	f 6.06		s 6.46	s	s 7.32		f 7.53	s 8.13	s 8.48			s 10.04			s 11.04		s 1.08	s	
PUMORK	0.5	24.2																				
SAN CARLOS	2.2	23.7	f 5.24	s 6.03	6.21	f 6.42	f 7.04	s 7.29	7.54	f 7.49	f 8.10	f 8.44	9.15	9.28	f 10.00		10.29	f 11.00	11.50	f 1.05	3.27	4.43
REDWOOD CITY	0.8	21.5	s 5.20	s 5.58	s 6.17	s 6.37	s 6.59	s 7.24	s 7.50	s 7.45	s 8.06	s 8.40	9.12	9.24	s 9.55		10.25	s 10.55	s 11.46	s 1.00	s 3.23	s 4.39
DNR **REDWOOD JCT.**	1.6	20.7	5.16	5.54	6.13	6.34	6.57	7.21	7.46	7.43	8.03	8.38	9.10	9.22	9.52		10.23	10.52	11.43	12.56	3.19	4.34
ATHERTON	1.1	19.1	f 5.14	5.52	f 6.11	6.32	6.55	s 7.19	s 7.44	s 7.41	f 8.01	f 8.36	9.08	9.20	f 9.50		10.21	f 10.50	11.41	f 12.54	3.17	4.32
P MENLO PARK	1.2	18.0	s	s		s	s	s	s	s	s	s			s			s		s	s	s
P PALO ALTO	1.7	16.8	s 5.08	s 5.44	s 6.06	s 6.26	s 6.49	s 7.13	s 7.38	s 7.35	s 7.53	s 8.30			s 9.40			s 10.40	s 11.36	s 12.46	s 3.09	s 4.26
R **MAYFIELD**	3.0	15.1	f 5.05	f 5.37	s 6.02	6.22	s 6.44	s 7.08	s 7.34	s 7.30	s 7.48	s 8.25	9.03AM	9.12	s 9.33		10.15	s 10.33	11.32	12.40PM	3.04	4.20PM
CASTRO	1.3	12.1			f			f		f								f				
MOUNTAIN VIEW	2.7	10.8	s 4.59	s 5.30	s 5.54	s 6.16	s 6.37	s 6.59	s 7.26	s 7.24	s 7.41	s 8.19	Via Los Altos	9.07	s 9.24	Via Newark	10.09	s 10.24	11.26		s 2.58	
P SUNNYVALE	2.0	8.1	s 4.55	s 5.20		s 6.10	s 6.31	s 6.53		s 7.18	s 7.36	s 8.13			s 9.18			s 10.18	f		f	
LAWRENCE	3.5	6.1	f 4.52	f 5.16	5.47	f 6.07	6.27	f 6.47	7.20	f 7.13	7.32	f 8.08		9.00	f 9.13		10.02	f 10.13	11.16		2.48	
SANTA CLARA	1.4	2.6	s 4.46	s 5.05	s 5.41	s 6.01	s 6.21	s 6.41	7.15	s 7.07	s 7.27	s 8.02		8.55	s 9.07		9.56	s 10.08	s 11.10		s 2.42	
RP **COLLEGE PARK**	0.1	1.2	f							f	f	f			f	f 9.25AM		f				
S. P. C. Crossing	1.1	1.1																				
DNRP **SAN JOSE**		0.0	4.40AM	4.55AM	5.35AM	5.55AM	6.15AM	6.35AM	7.10AM	7.00AM	7.20AM	7.55AM		8.50AM	9.00AM	9.20AM	9.50AM	10.00AM	11.04AM		2.35PM	
(46.9)			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(1.40)	(1.50)	(1.50)	(1.40)	(1.45)	(1.48)	(1.30)	(1.45)	(1.40)	(1.45)	(0.49)	(1.25)	(1.55)	(0.05)	(1.25)	(1.55)	(1.31)	(1.20)	(1.45)	(1.10)
Average speed per hour			28.14	19.38	25.58	28.14	26.80	26.06	31.27	26.80	28.14	26.80	38.75	33.11	24.47	14.40	33.11	24.47	30.92	23.85	26.80	27.26

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 2, 4 and 5 for additional trains between San Jose and San Francisco.**

ADDITIONAL STOP
- No. 37 Sunday on signal at San Bruno and Bayshore.
- No. 37 Sunday at Fourteenth Avenue to discharge passengers.
- No. 29 Sunday on signal at stations not indicated as regular stops.

ADDITIONAL STOPS.
- No. 69 at San Bruno to discharge funeral parties only.
- No. 75 at any station west of San Jose to discharge passengers from Santa Barbara or east thereof.
- Nos. 57 and 49 on signal at Butler Road.
- No. 27 stop at San Bruno to discharge funeral parties only.
- No. 83 except Sunday at Butler Road to receive or discharge passengers.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of Sidings and Spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Inter-lockers.	THIRD CLASS						FIRST CLASS									Distance from San Francisco	Time Table No. 106 June 2, 1918
	254 Ogden and Portland Manifest	**242** Fresno Mdse. Freight	**802** Way Freight	**304** Way Freight	**302** Way Freight	**244** Manifest Freight	**60** San Jose Passenger	**66** San Jose Passenger	**64** San Jose Passenger	**58** San Jose Passenger	**76** The Lark	**56** San Jose Passenger	**68** San Jose Passenger	**506** San Jose Passenger (Via Oakland)	**52** San Jose Passenger		**STATIONS**
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SUNDAY	Leave Daily	Leave Daily		
							11.45PM	10.00PM	10.00PM	8.10PM	8.00PM	6.30PM			5.40PM	0.0	DNR **SAN FRANCISCO** 1.9
												s 6.38				1.9	23D STREET 0.3
												s 6.40				2.2	ARMY STREET 0.9
												s				3.1	14TH AVENUE 2.1
Yard	10.05PM	6.50PM			12.15AM	12.01AM	f 11.57PM	f 10.13	f 10.12	f 8.22	8.12	s 6.47	Via Ocean View		s 5.52	5.2	BAYSHORE 1.3
							f					s				6.5	VISITACION 2.8
Yard							s 12.05AM	s 10.21	s 10.19	s 8.29	8.18	s 6.55			s 5.59	9.3	SO. SAN FRANCISCO 1.1
Y																10.4	**TANFORAN WYE** 0.6
22 P							s 12.09	s 10.26	s 10.23	s 8.33	8.21	s 6.59	s 6.51PM		s 6.03	11.0	R **SAN BRUNO** (Spur) 1.1
							f	f	f	f		f	f		s	12.1	LOMITA PARK 0.8
22 18																12.9	AQUA (Spur) 0.8
52							f 12.15	f 10.33	f 10.29	f 8.39	8.25	f 7.05	f 6.56		s 6.09	13.7	MILLBRAE 1.5
20							f	f	f	f		f	f		s	15.2	BROADWAY (Spur) 1.1
35 14							s 12.21	s 10.41	s 10.35	s 8.45		s 7.11	s 7.02		s 6.15	16.3	BURLINGAME (Spur) 0.5
14																16.8	HOWEST (Spur) 1.1
99 W							s 12.25	s 10.47	s 10.39	s 8.49	8.31	s 7.16	s 7.07		s 6.20	17.9	SAN MATEO 1.0
20							f	f	f	f		f	f			18.9	LESLIE (Spur) 0.8
15																19.7	ROMAC (Spur) 0.6
							f	f	f	f		f			f	20.3	BERESFORD 1.6
27							f 12.35	s 10.59	f 10.49	s 8.58		s 7.24	f 7.14		s 6.29	21.9	BELMONT (Spur) 0.8
9																22.7	PUMORK (Spur) 0.5
54							f 12.38	f 11.03	f 10.52	f 9.01	8.39	f 7.28	f 7.17		f 6.33	23.2	SAN CARLOS 2.2
Yard							s 12.43	s 11.08	s 10.57	s 9.07	8.43	s 7.33	s 7.21		s 6.38	25.4	REDWOOD CITY 0.8
Yard Y	12.05AM	8.20PM		4.00AM	3.15AM		12.45	11.10	10.59	9.09	8.45	7.35	7.23		6.40	26.2	DNR **REDWOOD JCT.** 1.6
56							f 12.48	f 11.14	f 11.02	f 9.13	8.47	f 7.38	f 7.26		f 6.43	27.8	ATHERTON 1.1
36 Y							s	s	s	s		s	s		s	28.9	P MENLO PARK (Spur) 1.2
39 40 P							s 12.57	s 11.26	s 11.11	s 9.21		s 7.46	s 7.32		s 6.51	30.1	P PALO ALTO (Spur) 1.7
51 WY							s 1.00	s 11.30	s 11.14	s 9.25	8.54	s 7.50	s 7.36		6.54	31.8	R **MAYFIELD** 3.0
							f						f		f	34.8	CASTRO 1.3
55	Via Dumbarton	Via Dumbarton	Via Newark				s 1.08	s 11.38	s 11.21	s 9.32	9.00	s 7.57	s 7.45		s 7.02	36.1	MOUNTAIN VIEW 2.7
86 61 P							s 1.14	s 11.43	s 11.25	s 9.38		s 8.04	s 7.52	Via Newark	s 7.08	38.8	SUNNYVALE (Spur) 2.0
54							f 1.18	f 11.47	f 11.28	f 9.42	9.06	f 8.09	f 7.56		7.12	40.8	LAWRENCE 3.5
Yard							s 1.23	s 11.53PM	s 11.34	s 9.48	9.11	s 8.16	s 8.03		s 7.18	44.3	SANTA CLARA 1.4
I			3.05PM				f	f		f		f	f	7.45PM	f	45.7	RP **COLLEGE PARK** 0.1
																45.8	S. P. C. Crossing 1.1
Yard iTWFO			3.10PM	8.15AM		2.15AM	s 1.30AM	s 12.01AM	s 11.40PM	s 9.55PM	s 9.18PM	s 8.25PM	s 8.10PM	s 7.50PM	s 7.25PM	46.9	DNRP **SAN JOSE**
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Ar. MONDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. SUNDAY	Arrive Daily	Arrive Daily		(46.9)
	(2.00)	(1.30)	(0.05)	(4.15)	(3.00)	(2.14)	(1.45)	(2.01)	(1.40)	(1.45)	(1.18)	(1.55)	(1.19)	(0.05)	(1.45)		Time over District
	13.10	17.46	14.40	5.06	6.73	19.23	26.80	23.09	28.14	26.80	36.08	24.47	27.27	14.40	26.80		Average speed per hour

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ **NOTE.—See pages 2, 3 and 5 for additional trains between San Francisco and San Jose.**

ADDITIONAL STOPS.

No. 52 Sunday on signal at any station east of South San Francisco.

No. 76 on signal at any station west of San Jose to receive passengers for Santa Barbara or east thereof.

No. 60 on signal at Butler Road to receive passengers only.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106 June 2, 1918	Distance from San Jose	FIRST CLASS								THIRD CLASS				
		53	55	59	23	87	557	77	63	243	303	301	801	253
		San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	SanFrancisco Passenger	Scenic Local	San Francisco Passenger (Via Oakland)	Shore Line Limited	San Francisco Passenger	Sunset Manifest	Way Freight	Way Freight	Way Freight	Ogden Manifest Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
DNR **SAN FRANCISCO** 1.9	46.9	5.50PM	7.20PM	7.45PM	8.20PM	9.45PM		10.45PM	11.25PM					
23D STREET 0.3	45.0													
ARMY STREET 0.9	44.7													
14TH AVENUE 2.1	43.8													
BAYSHORE 1.3	41.7	f 5.38	7.08	f 7.33	8.07	9.31		10.32	f 11.13	3.00AM		8.05AM		11.00PM
VISITACION 2.8	40.4	f												
SO. SAN FRANCISCO 1.1	37.6	s 5.31	s 7.02	s 7.27	8.01	s 9.25		10.26	s 11.07					
TANFORAN WYE 0.6	36.5													
R **SAN BRUNO** 1.1	35.9	s 5.27	6.58	s 7.22	7.57	9.20		10.22	s 11.03					
LOMITA PARK 0.8	34.8			f					f					
AQUA 0.8	34.0													
MILLBRAE 1.5	33.2	f 5.22	6.54	f 7.14	7.52	9.16		10.18	f 10.59					
BROADWAY 1.1	31.7	f	f	f					f					
BURLINGAME 0.5	30.6	s 5.15	s 6.49	s 7.06	s	s 9.12			s 10.53					
HOWEST 1.1	30.1													
SAN MATEO 1.0	29.0	s 5.10	s 6.45	s 7.00	s 7.44	s 9.07		10.12	s 10.49					
LESLIE 0.8	28.0	f		f										
ROMAC 0.6	27.2													
BERESFORD 1.6	26.6			f					f					
BELMONT 0.8	25.0	s 5.01		f 6.44					f 10.39					
PUMORK 0.5	24.2													
SAN CARLOS 2.2	23.7	f 4.58	6.36	s 6.40	7.31	8.58		10.05	f 10.36					
REDWOOD CITY 0.8	21.5	s 4.53	s 6.33	s 6.35	s 7.27	s 8.55		10.02	s 10.32					
DNR **REDWOOD JCT.** 1.6	20.7	4.49	6.30	6.33PM	7.25	8.52		10.00	10.28		3.30AM	4.15AM		9.25PM
ATHERTON 1.1	19.1	f 4.46	f 6.26		7.23	8.50		9.58	f 10.26					
MENLO PARK 1.2	18.0	s	s		s	s			s					
PALO ALTO 1.7	16.8	s 4.38	s 6.14		s 7.15	s 8.45			s 10.18					
R **MAYFIELD** 3.0	15.1	s 4.33	s 6.07		7.10	f 8.40		9.53	s 10.13					
CASTRO 1.3	12.1	f	f						f					
MOUNTAIN VIEW 2.7	10.8	s 4.25	s 5.58		s 7.04	s 8.34	Via Newark	9.47	s 10.04				Via Newark	Via Dumbarton
SUNNYVALE 2.0	8.1	s 4.19	s 5.46		s 6.57	s 8.29			s 9.57					
LAWRENCE 3.5	6.1	f 4.14	f 5.39		6.52	8.25		9.40	f 9.51					
SANTA CLARA 1.4	2.6	s 4.08	s 5.29		s 6.46	s 8.20		9.35	s 9.46					
R **COLLEGE PARK** 0.1	1.2	f	f			8.13PM	s 8.15PM						12.10PM	
S. P. C. Crossing 1.1	1.1					Via West San Jose								
DNRP **SAN JOSE**	0.0	4.00PM	5.20PM		6.40PM		8.10PM	9.30PM	9.40PM	12.01AM	12.05AM		12.05PM	
(46.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District		(1.50)	(2.00)	(1.12)	(1.40)	(1.32)	(0.05)	(1.15)	(1.45)	(2.59)	(3.25)	(3.50)	(0.05)	(1.35)
Average speed per hour		25.58	23.53	21.78	28.14	29.80	14.40	37.52	26.80	13.97	6.05	5.47	14.40	13.26

Automatic Block

Double Track

On single track westward trains are superior to trains of the same class in the opposite direction.

☞ NOTE.—See pages 2, 3, and 4 for additional trains between San Jose and San Francisco.

ADDITIONAL STOPS.

No. 87 at San Bruno to discharge passengers from stations east of Los Gatos.
No. 63 on signal at Butler Road Sundays only.
No. 59 on signal at Butler Road, 14th Avenue and 23d Street Saturday and Sunday only.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS			FIRST CLASS									Distance from San Francisco			Time Table No. 106 June 2, 1918
	414	416	244	76	208	110	28	206	24	78	204	32				
	Way Freight	Way Freight	Manifest Freight	The Lark	Tres Pinos Passenger	Sunset Express	Del Monte Express	Tres Pinos Passenger	San Luis Obispo Passenger	Shore Line Limited	Tres Pinos Passenger	Watsonville Junction Passenger				
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**
			12.01AM	8.00PM	3.30PM	3.30PM	2.00PM		9.00AM	8.00AM	6.10AM	6.10AM	0.0			**SAN FRANCISCO**
Yard ITWFO	9.40AM		3.15AM	9.25PM		5.00PM	3.20PM		10.56AM	9.20AM		8.10AM	46.9	Automatic Block	DNRP	**SAN JOSE** 1.1
						f						s	48.0 51.7			4TH ST., SAN JOSE 0.9
73	9.55		3.30	9.33		5.08	3.28		11.04	9.28		8.20	52.6			VALBRICK 2.9
49	10.05		3.45	9.37		5.12	3.32		f 11.09	9.32		f 8.30	55.5		RP	**LICK** 1.9
49	10.15		3.52	9.40		5.15	3.35		f 11.13	9.35		f 8.36	57.4			EDENVALE 0.8
													58.2			SPARROW 2.2
71	10.37		4.02	9.44		5.20	3.40		11.17	9.39		8.42	60.4			POMAR 0.9
													61.3			HONK 1.8
70 W 45	11.05		4.22	9.48		f 5.25	3.44		s 11.23	9.43		s 8.49	63.1		DN	COYOTE 3.2
67	11.15		4.40	9.52		5.30	3.49		f 11.31	9.47		f 8.58	66.3			PERRY 2.9
29									f 11.36			f 9.04	69.2			MADRONE 1.6
59	11.40AM		5.00	9.58		s 5.37	f 3.56		s 11.40	9.53		s 9.08	70.8		D	MORGANHILL 1.2
35									f 11.43			f 9.11	72.0			TENNANT 2.1
2													74.1			DURNEY (Spur) 0.5
68	12.15PM		5.20	10.03		5.42	4.01		s 11.48	9.58		s 9.15	74.6		D	SAN MARTIN 2.4
77	12.50		5.30	10.06		5.46			f 11.52AM	10.01		f 9.20	77.0			RUCKER 2.1
15													79.1			LONOKE (Spur) 1.6
Yard TWF	1.15 2.00	7.00AM	5.50	10.12	6.00PM	s 5.54	s 4.11	1.25PM	s 12.03PM	s 10.07	9.40AM	s 9.35	80.7		DNRP	**GILROY** 2.5
	2.10	7.12AM	6.00	10.16	s 6.08PM	5.59	4.15	s 1.35PM	12.07	10.14	s 9.47AM	9.40	83.2		RP	**CARNADERO** 0.9
52													84.1			NEMA (Spur) 0.3
19	2.17											f 9.44	84.4			MILLER 2.7
84	2.30		6.15	10.21		6.04	s 4.21		s 12.14	10.19		s 9.51	87.1		D	SARGENT 1.9
29									f				89.0			BETABEL 2.9
99	2.50		6.25	10.27		6.12	4.29		f 12.23	10.27		f 10.00	91.9			CHITTENDEN 1.3
22													93.2			LOGAN 1.4
59	4.25 4.56		6.45	10.32		6.19	4.35		s 12.29	10.32		s 10.06	94.6		D	AROMAS 2.5
70	5.05		6.55				4.39		f 12.34			f 10.11	97.1			VEGA 3.3
Yard TYWOF	5.30PM		7.15AM	s 10.40PM		s 6.30PM	s 4.45PM		¶12.40PM	s 10.40AM		s 10.20AM	100.4		DNRP	**WATSONVILLE JCT**
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				49.8
	(7.50)	(0.12)	(4.00)	(1.15)	(0.08)	(1.30)	(1.25)	(0.10)	(1.44)	(1.20)	(0.07)	(2.10)	……………………Time over District			
	6.35	12.05	12.45	39.84	18.75	33.20	35.15	15.00	28.73	37.35	21.42	22.98	……………………Average speed per hour			

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or east thereof.

No. 28 on signal at Chittenden Saturday only.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106 June 2, 1918		Distance from Watsonville Jct.	FIRST CLASS										THIRD CLASS		
			75 The Lark	203 Gilroy Passenger	17 Seashore Express	27 Del Monte Express	201 New Almaden Mixed	205 Gilroy Passenger	31 San Francisco Passenger	207 Gilroy Passenger	23 San Francisco Passenger	77 Shore Line Limited	415 Way Freight	413 Way Freight	243 Sunset Manifest
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
	SAN FRANCISCO	100.4	10.15AM	11.15AM	11.15AM	12.35PM		4.20PM	4.20PM	8.20PM	8.20PM	10.45PM			3.00AM
DNRP	**SAN JOSE** 1.1	53.5	s 8.45AM		s 9.40AM	s 10.56AM	s 12.15PM		s 2.25PM		s 6.30PM	s 9.25PM	4.00PM		10.30PM
	4TH ST., SAN JOSE 0.9	52.4 48.7			f		s								
	VALBRICK 2.9	47.8	8.34		9.28	10.48	12.01PM		2.13		6.22	9.14	3.45		10.15
RP	**LICK** 1.9	44.9	8.30		f 9.19	10.44	11.55AM		f 2.09		6.18	9.10	3.32		10.10
	EDENVALE 0.8	43.0	8.27		s 9.15	10.41			f 2.04		f 6.15	9.07	3.05		10.02
	SPARROW 2.2	42.2													
	POMAR 0.9	40.0	8.23		f 9.10	10.37			1.57		6.10	9.03	2.50		9.55
	HONK 1.8	39.1													
DN	COYOTE 3.2	37.3	8.19		s 9.05	10.33			s 1.53		s 6.05	8.59	2.40		9.48
	PERRY 2.9	34.1	8.15		f 8.58	10.29			f 1.47		f 5.57	8.55	2.10		9.25
	MADRONE 1.6	31.2			f				s				1.55		
D	MORGANHILL 1.2	29.6	8.09		s 8.47	f 10.23			s 1.39		s 5.50	8.49	1.39		9.15
	TENNANT 2.1	28.4			f				f						
	DURNEY 0.5	26.3													
D	SAN MARTIN 2.4	25.8	8.04		s 8.37	10.17			s 1.31		f 5.42	8.43	1.15		8.43
	RUCKER 2.1	23.4			f 8.31				f 1.27		f		12.50		8.20
	LONOKE 1.6	21.3													
DNRP	**GILROY** 2.5	19.7	7.54	s 8.15AM	s 8.25	s 10.07		s 11.42AM	s 1.21	s 5.04PM	s 5.25	s 8.32	12.30PM 11.00AM	12.20PM	8.00
RP	**CARNADERO** 0.9	17.2	7.49	8.07AM	8.15	9.57		11.35AM	1.13	4.55PM	5.14	8.27	10.40	12.10PM	7.40
	NEMA 0.3	16.3													
	MILLER 2.7	16.0							f 1.11						
D	SARGENT 1.9	13.3	7.43		f 8.08	s 9.51			s 1.06		s 5.09	8.22	10.20 9.40		7.25
	BETABEL 2.9	11.4							f 1.02						
	CHITTENDEN 1.3	8.5	7.37		f 7.59	9.43			f 12.57		f 5.02	8.16	8.30		7.10
	LOGAN 1.4	7.2			f										
D	AROMAS 2.5	5.8	7.31		f 7.53	9.37			s 12.51		s 4.56	8.11	8.15		6.55
	VEGA 3.3	3.3	7.26		7.47	9.33			f 12.46		4.51	8.06	8.05		6.45
DNRP	**WATSONVILLE JCT**	0.0	7.20AM		7.40AM	9.27AM			12.40PM		4.45PM	8.00PM	7.50AM		6.30PM
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District		(1.25)	(0.08)	(2.00)	(1.29)	(0.20)	(0.07)	(1.45)	(0.09)	(1.45)	(1.25)	(8.10)	(0.10)	(4.00)
	Average speed per hour		35.15	18.75	24.90	33.56	14.70	21.42	28.45	18.88	28.45	35.15	6.09	15.00	12.03

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Westward Third Class and Extra trains may run ahead of Nos. 203, 205 and 207 Carnadero to Gilroy, and No. 201 Lick to San Jose.

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Time Table No. 106

June 2, 1918

Capacity of sidings and spurs in length and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				SECOND CLASS		FIRST CLASS						Distance from San Francisco			STATIONS
	244 Sunset Manifest	312 Way Freight	310 Way Freight	314 Way Freight	✓ 106 Salinas Mixed	✓ 104 Salinas Mixed	76 The Lark	110 Sunset Express	28 Del Monte Express	24 San Luis Obispo Passenger	84 Scenic Local	78 Shore Line Limited				
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	12.01AM				2.00PM		8.00PM	3.30PM	2.00PM	9.00AM	8.05AM	8.00AM	0.0			SAN FRANCISCO
Yard TYWOF	8.45AM	7.40AM	7.30AM				10.45PM	6.40PM	4.55PM	1.00PM	12.50PM	10.50AM	100.4	Automatic Block	DNRP	WATSONVILLE JCT 3.2
													103.6			LYDA (Spur) 2.0
69	9.05	7.55	7.45				10.55	6.50	f 5.05	f 1.15	f 1.00	11.00	105.6			ELKHORN 4.8
52 70 YW	9.20	8.10AM	7.55		5.20PM	8.55AM	f 11.03	s 7.07	s 5.15PM	s 1.30	s 1.10PM	s 11.10	110.4		DNR	DEL MONTE JCT. 3.5
68	9.30		8.05		f 5.27	f 9.00	11.08	7.14		f 1.37		11.17	113.9			COOPER 1.7
33					f 5.33	f 9.05				f 1.40			115.6			GRAVES 2.6
Yard TW	9.45		8.20		s 5.45PM	s 9.15AM	s 11.18	s 7.20		s 1.50		s 11.25	118.2		DNR	SALINAS 2.1
78 Y	9.55		8.55				11.22	7.30		1.55		11.30	120.3			SPRECKELS JCT. 5.0
51	10.10		9.10				11.29	7.38		f 2.03		11.37	125.3			SPENCE 3.8
53	10.20		9.30				11.34	f 7.45		s 2.10		11.42	129.1		D	CHUALAR 1.9
44													131.0			GABILAN 0.9
50	10.30		9.40				11.38	7.50		2.14		11.46	131.9			PENVIR 2.0
													133.9			DEAN (Spur) 1.2
50	10.40		10.00 10.50				11.42	f 7.55		s 2.25		11.50	135.1		D	GONZALES 2.0
9													137.1			RACK (Spur) 0.9
3													138.0			DOUD (Spur) 0.8
29													138.8			MOLUS (Spur) 1.8
47	11.00		11.20AM				11.49	8.05		f 2.34		11.57AM	140.6			CAMPHORA 3.0
68 W	11.15		12.01PM				11.53	s 8.10		s 2.45		12.01PM	143.6		DN	SOLEDAD 4.7
80	11.30		12.20				11.59PM	8.19		f 2.55		12.07	148.3			HARLEM 4.0
49	11.45AM		12.55				12.05AM	8.27		s 3.05		12.13	152.3		D	METZ 1.1
24													153.4			ESPINOSA 5.5
49	12.01PM		2.15				12.14	8.35		f 3.20		12.22	158.9			COBURN 2.1
92 Y													161.0			ELSA (Spur) 2.7
68 W	12.30		3.25PM	7.00AM			12.21	s 8.45		s 3.35		s 12.30	163.7		DNR	KING CITY 1.5
17													165.2			ARGUS 1.9
48	12.38			7.10			12.27	8.52		f 3.43		12.36	167.1			WELBY 5.3
47	12.50			7.40			12.34	f 9.02		s 3.53		12.43	172.4		D	SAN LUCAS 5.3
51	1.00			7.55			12.41	9.12		4.03		12.50	177.7			DOCAS 5.2
42 WF	1.20PM			8.30AM			12.52AM	s 9.25PM		s 4.15PM		f 1.00PM	182.9		DN	SAN ARDO
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(82.5)
	(4.35)	(0.30)	(7.55)	(1.30)	(0.25)	(0.20)	(2.07)	(2.45)	(0.20)	(3.15)	(0.20)	(2.10)				................Time over District
	18.00	20.00	8.02	12.80	18.72	23.40	38.97	30.00	30.00	25.38	30.00	38.07				................Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 24 on signal at "Miller Gun Club," 300 feet west of mile post 108.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or east thereof.

TOWARD SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Westward.

	Time Table No. 106 June 2, 1918	Distance from San Luis Obispo	FIRST CLASS						SECOND CLASS		THIRD CLASS			
			17 Seashore Express	75 The Lark	27 Del Monte Express	23 San Francisco Passenger	87 Scenic Local	77 Shore Line Limited	✓ 103 Del Monte Junction Mixed	✓ 105 Del Monte Junction Mixed	309 Way Freight	311 Way Freight	243 Sunset Manifest	313 Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily Ex. Sunday
	SAN FRANCISCO	252.1	11.15AM	10.15AM	12.35PM	8.20PM	9.45PM	10.45PM	12.35PM				3.00AM	
DNRP	**WATSONVILLE JCT** 3.2	151.7	s 7.30AM	s 7.15AM	s 9.17AM	f 4.15PM	s 4.25PM	s 7.55PM			3.00PM	3.30PM	4.50PM	
	LYDA 2.0	148.5				f								
	ELKHORN 4.8	146.5	7.19	7.03	9.05	f 4.04	f 4.15	7.44			2.25	3.15	4.35	
DNR	**DEL MONTE JCT.** 3.5	141.7	s 7.10	s 6.55	8.55AM	s 3.55	4.05PM	s 7.35	s 8.50AM	s 5.10PM	2.10	3.00PM	4.20	
	COOPER 1.7	138.2	7.02	6.47		f 3.48		7.26	f 8.36	f 4.56	2.00		4.00	
	GRAVES 2.6	136.5				f			f 8.32	f 4.52				
DNR	SALINAS 2.1	133.9	s 6.55	s 6.41		s 3.40		s 7.20	8.25AM	4.45PM	1.50		3.40	
	SPRECKELS JCT. 5.0	131.8	6.45	6.36		3.28		7.14			12.10PM		3.15	
	SPENCE 3.8	126.8	6.37	6.29		f 3.20		7.07			11.50AM		2.50	
D	CHUALAR 1.9	123.0	f 6.30	6.23		s 3.13		7.02			11.42		2.25	
	GABILAN 0.9	121.1												
	PENVIR 2.0	120.2	6.25	6.19		3.08		6.58			11.10		2.14	
	DEAN 1.2	118.2												
D	GONZALES 2.0	117.0	f 6.20	6.15		s 3.03		6.54			10.40 10.00		1.40	
	RACK 0.9	115.0												
	DOUD 0.8	114.1												
	MOLUS 1.8	113.3												
	CAMPHORA 3.0	111.5	6.12	6.08		f 2.51		6.48			8.45		12.55	
DN	SOLEDAD 4.7	108.5	f 6.03	6.03		s 2.45		6.44			8.30		12.40	
	HARLEM 4.0	103.7	5.50	5.57		f 2.35		6.37			7.55		12.20 12.02PM	
D	METZ 1.1	99.8	f 5.42	5.51		s 2.27		6.32			7.40		11.45AM	
	ESPINOSA 5.5	98.7												
	COBURN 2.1	93.2	5.32	5.43		f 2.15		6.24			7.15		11.15	
	ELSA 2.7	91.1												
DNR	KING CITY 1.5	88.4	s 5.22	5.37		s 2.05		6.16			7.00AM		10.50	3.00PM
	ARGUS 1.9	86.9												
	WELBY 5.3	85.0	5.15	5.32		f 1.55		6.11					10.30	2.45
D	SAN LUCAS 5.3	79.7	f 5.05	5.25		s 1.44		6.04					10.10	2.30
	DOCAS 5.2	74.4	4.55	5.18		1.34		5.57					9.40	2.00
DN	**SAN ARDO**	69.2	4.45AM	5.10AM		1.25PM		5.48PM					9.20AM	1.45PM
	82.5		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily Ex. Sunday
	Time over District		(2.45)	(2.05)	(0.22)	(2.50)	(0.20)	(2.07)	(0.25)	(0.25)	(8.00)	(0.30)	(7.30)	(1.15)
	Average speed per hour		30.00	39.60	27.27	29.11	30.00	38.97	18.72	18.72	7.57	20.00	11.00	15.36

Automatic Block (Watsonville Jct. to San Ardo)

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

Nos. 23 and 87 on signal at "Miller Gun Club," 300 feet west of mile post 108.

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or east thereof.

FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS				Distance from San Francisco		Time Table No. 106 June 2, 1918
	244 Sunset Manifest	314 Way Freight	110 Sunset Express	24 San Luis Obispo Passenger	78 Shore Line Limited	76 The Lark			
	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
	12.01AM		3.30PM	9.00AM	8.00AM	8.00PM	0.0		SAN FRANCISCO
42 WF	1.45PM	8.30AM	9.25PM	4.15PM	1.00PM	12.52AM	182.9	DN	SAN ARDO 3.5
49	1.55	8.45	9.31	4.22	1.06	12.58	186.4		GETTY 3.3
51	2.05	9.00	9.36	f 4.28	1.11	1.03	189.7		WUNPOST 6.2
51	2.25	9.20	f 9.45	s 4.38	1.20	1.12	195.9	D	BRADLEY 5.5
66	2.55	9.40	9.55	f 4.47	1.27	1.19	201.4		NACIMIENTO 2.4
118 Y	3.05	9.50	10.00	f 4.52	1.31	1.23	203.8		McKAY 3.2
44 W	3.30	10.20	s 10.07	s 4.58	1.36	1.28	207.0	D	SAN MIGUEL 3.9
51	3.50	10.35	10.15	f 5.08	1.41	1.33	210.9		WELLSONA 4.2
9							215.1		EOCENE (Spur) 1.2
76 W	4.15	10.50 11.30AM	s 10.30	s 5.20	s 1.50	f 1.40	216.3	DN	PASO ROBLES 5.5
76	4.50	12.02PM	f 10.40	s 5.30	2.00	1.48	221.8	D	TEMPLETON 3.1
36	5.20	12.20	10.45	f 5.35	2.05	1.53	224.9		ASUNCION 1.4
87 80							226.3		HENRY (Spur) 1.1
							227.4		BRICKTON (Spur) 0.6
51 26	5.41	12.50	f 10.50	f 5.41	2.09	1.57	228.0		ATASCADERO 1.4
6							229.4		HAVEL (Spur) 0.9
52	6.10	1.00	10.55	f 5.45	2.13	2.01	230.3		EAGLET 5.2
56 YW	6.45	1.30	s 11.10	s 6.00	2.25	2.13	235.5	DNR	SANTA MARGARITA 3.4
89	7.25	1.45	11.22	6.15	2.38	2.23	238.9		CUESTA 1.1
9							240.0		THYLE (Spur) 2.6
74	7.55	2.10	11.35	6.30	2.50	2.33	242.6		NOVA 0.8
47 W	8.00	2.20	11.38	f 6.34	2.53	2.37	243.4	N	SERRANO 2.9
47	8.15	2.35	11.47	6.43	3.01	2.45	246.3		CHORRO 1.7
20							248.0		GOLDTREE (Spur) 2.6
116	8.40	2.55	11.57PM	6.55	3.10	3.00	250.6		HATHAWAY 1.5
Yard TWFO	8.45PM	3.00PM	s 12.01AM	s 7.00PM	s 3.15PM	s 3.05AM	252.1	DNR	SAN LUIS OBISPO
	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(69.2)
	(7.00)	(6.30)	(2.36)	(2.45)	(2.15)	(2.13)			..............Time over District
	9.88	10.06	26.61	25.16	30.75	31.22			..............Average speed per hour

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or east thereof.

No. 76 at Atascadero to discharge passengers from San Francisco and points west and pick up passengers for Los Angeles and points east.

TOWARD SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division. Westward.

Automatic Block

	Time Table No. 106 June 2, 1918		Distance from San Luis Obispo	FIRST CLASS				THIRD CLASS	
				✓ 17	✓ 75	✓ 23	✓ 77	243	313
				Seashore Express	The Lark	San Francisco Passenger	Shore Line Limited	Sunset Manifest	Way Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
	SAN FRANCISCO		252.1	11.15AM	10.15AM	8.20PM	10.45PM	3.00AM	
DN	**SAN ARDO**	3.5	69.2	s 4.45AM	5.10AM	s **1.25PM**	5.48PM	9.20AM	**1.45PM**
	GETTY	3.3	65.7	4.35	5.03	**1.16**	5.41	**8.45**	**1.16** **1.01**
	WUNPOST	6.2	62.4	4.30	4.58	f **1.11**	5.37	8.35	12.50
D	BRADLEY	5.5	56.2	f 4.20	4.50	s 12.57	5.29	8.20	12.35
	NACIMIENTO	2.4	50.7	4.10	4.43	f 12.47	5.22	8.00	12.10
	McKAY	3.2	48.3	f 4.06	4.39	f 12.42	5.18	7.50	12.01PM
D	SAN MIGUEL	3.9	45.1	s 4.01	4.34	s 12.36	5.13	7.40	11.50AM
	WELLSONA	4.2	41.2	3.55	4.29	f 12.27	**5.08**	7.20	11.10
	EOCENE	1.2	37.0						
DN	PASO ROBLES	5.5	35.8	s 3.45	f **4.22**	s 12.15	s 5.00	7.00	**10.50**
D	TEMPLETON	3.1	30.3	f 3.35	4.14	s **12.02PM**	**4.50**	6.35	9.55
	ASUNCION	1.4	27.2	3.30	4.10	f 11.56AM	4.46	6.25	9.35
	HENRY	1.1	25.8						
	BRICKTON	0.6	24.7						
	ATASCADERO	1.4	24.1	f 3.25	4.06	f 11.50	4.42	6.15	9.25
	HAVEL	0.9	22.7						
	EAGLET	5.2	21.8	3.20	4.02	f 11.39	4.38	6.00	9.10
DNR	SANTA MARGARITA	3.4	16.6	s 3.10	3.55	s 11.30	4.30	5.45	8.55
	CUESTA	1.1	13.2	2.55	3.40	11.15	4.15	5.20	8.15
	THYLE	2.6	12.1						
	NOVA	0.8	9.5	2.40	3.28	11.03	4.00	4.55	7.50
	SERRANO	2.9	8.7	**2.37**	3.25	f 11.00	3.57	4.50	7.45
	CHORRO	1.7	5.8	2.27	3.15	10.47	3.47	4.30	7.25
	GOLDTREE	2.6	4.1						
	HATHAWAY	1.5	1.5	2.15	**3.00**	10.35	3.35	4.05	7.05
DNR	**SAN LUIS OBISPO**		0.0	2.10AM	2.55AM	10.30AM	3.30PM	4.00AM	7.00AM
	(69.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	Time over District			(2.35)	(2.15)	(2.55)	(2.18)	(5.20)	(6.45)
	Average speed per hour			26.78	30.75	23.70	30.08	12.94	10.25

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or east thereof.

No. 75 at Atascadero to discharge passengers from Los Angeles and points east and pick up passengers for San Francisco and points west.

Eastward.

FROM SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.					THIRD CLASS				FIRST CLASS								✓	✓	✓	Distance from San Francisco			Time Table No. 106 June 2, 1918		
					244	318	316										78	76	110						
					Sunset Manifest	Way Freight	Way Freight										Shore Line Limited	The Lark	Sunset Express						
					Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY										Leave Daily	Leave Daily	Leave Daily				STATIONS		
					12.01AM												8.00AM	8.00PM	3.30PM	0.0			SAN FRANCISCO		
Yard TWFO					10.15PM		6.00AM										3.25PM	3.15AM	12.15AM	252.1	Automatic Block	DNR	SAN LUIS OBISPO		5.8
51					10.35		6.20										3.35	3.25	f12.26	257.9		D	EDNA		1.0
8 8																				258.9			HADLEY	(Spur)	0.2
I																				259.1			P. C. R. R. Crossing		0.9
32																				260.0			TIBER		2.8
10																	f 3.43	3.35	f12.36	262.8			PISMO	(Spur)	1.4
58					11.00		6.45										3.45	3.38	12.39	264.2			GROVER		1.7
44 W					11.05		7.05										f 3.49	3.41	f12.42	265.9		D	OCEANO		4.0
38					11.25		7.15										3.58	3.48	f12.50	269.9			CALLENDER		2.5
48 31					11.35PM		7.25										4.02	3.52	f12.54	272.4			BROMELA		4.1
47 40 W					12.15AM	9.00AM	8.30										s 4.10	3.58	s 1.05	276.5		DNR	GUADALUPE		4.2
53					12.30	9.15	8.45										4.20	4.06	f 1.18	280.7			WALDORF		4.1
57					12.50	9.30	9.00										4.28	4.14	1.27	284.8			SCHUMAN		0.9
13																				285.7			DEVON	(Spur)	1.8
100 47					1.20 1.43	10.00	9.30AM										f 4.33	4.19	f 1.33	287.5		DNR	CASMALIA		2.5
31					1.55	10.10											4.38	4.23	1.38	290.0			ANTONIO		3.2
50 30					2.20	10.25											4.43	4.28	f 1.46	293.2			NARLON		4.0
51					2.40	10.40											4.49	4.34	f 1.54	297.2			TANGAIR		4.1
18																				301.3			AJAX	(Spur)	1.4
97 YWF					3.45AM	11.00AM											s 5.02PM	4.42AM	s 2.10AM	302.7		DN	LOMPOC JCT.		
					Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY										Arrive Daily	Arrive Daily	Arrive Daily				(50.6)		
					(5.30) 9.20	(2.00) 13.10	(3.30) 10.06										(1.37) 31.29	(1.27) 34.89	(1.55) 26.40				..................Time over District ....Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 110 on signal at any stations between San Jose and Santa Barbara to receive passengers for Los Angeles or east thereof.

TOWARD SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Westward.

Time Table No. 106 June 2, 1918			Distance from Santa Barbara	FIRST CLASS			THIRD CLASS		
				17	75	77	315	317	243
				Seashore Express	The Lark	Shore Line Limited	Way Freight	Way Freight	Sunset Manifest
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
	SAN FRANCISCO		370.7	11.15AM	10.15AM	10.45PM			3.00AM
DNR	**SAN LUIS OBISPO**	5.8	118.6	s 1.55AM	s 2.45AM	s **3.20PM**	2.00PM		2.15AM
D	EDNA	1.0	112.8	f **1.40**	2.30	3.05	1.40		**1.40**
	HADLEY	0.2	111.8						
	P. C. R. R. Crossing	0.9	111.6						
	TIBER	2.8	110.7						
	PISMO	1.4	107.9	f 1.29		f			
	GROVER	1.7	106.5	1.26	2.20	2.50	12.35		1.15
D	OCEANO	4.0	104.8	f 1.23	2.17	f 2.47	12 30PM		1.10
	CALLENDER	2.5	100.8	f 1.16	2.11	2.39	11.48AM		**12.50**
	BROMELA	4.1	98.3	f 1.12	2.07	2.35	11.40		12.45
DNR	GUADALUPE	4.2	94.2	s **1.05**	2.01	s 2.27	11.30	1.30PM	**12.15AM**
	WALDORF	4.1	90.0	f 12.56	1.55	2.17	10.50	1.10	11.55PM
	SCHUMAN	0.9	85.9	**12.50**	1.49	2.11	10.40	12.55	11.45
	DEVON	1.8	85.0						
DNR	C ASMALIA	2.5	83.2	f 12.44	**1.43**	f 2.05	10.30AM	12.30PM	11.30
	ANTONIO	3.2	80.7	12.39	**1.38**	1.58		11.45AM	11.20
	NARLON	4.0	77.5	f 12.33	1.33	1.53		11.35	11.05
	TANGAIR	4.1	73.5	12.27	1.26	1.46		11.20	10.50
	AJAX	1.4	69.4						
DN	**LOMPOC JCT.**		68.0	12.15AM	1.14AM	1.34PM		11.00AM	10.30PM
	(50.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District............ Average speed per hour............				(1.40) 30.36	(1.31) 33.36	(1.46) 28.64	(3.30) 10.11	(2.30) 10.41	(3.45) 13.49

Automatic Block: San Luis Obispo to Lompoc Jct.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or east thereof.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 106 June 2, 1918	
	318	244		78	76	110			
	Way Freight	Sunset Manifest		Shore Line Limited	The Lark	Sunset Express			
	Leave Daily EX. SUNDAY	Leave Daily		Leave Daily	Leave Daily	Leave Daily		STATIONS	
		12.01AM		8.00AM	8.00PM	3.30PM	0.0	SAN FRANCISCO	
97 YWF	11.50AM	3.45AM		5.02PM	4.42AM	2.10AM	302.7	DN **LOMPOC JCT.**	5.2
49	12.10PM	4.05		5.14	4.52	f 2.25	307.9	HONDA	2.6
3				f		f	310.5	ARLIGHT (Spur)	2.0
47	12.25	4.30		5.24	5.01	2.37	312.5	ARGUELLO	4.8
51	12.40	4.45		f 5.31	5.08	f 2.46	317.3	N SUDDEN	3.5
50 W	**1.04**	5.00		5.36	5.14	f 2.53	320.8	JALAMA	4.5
43 44	1.30	**5.22**		f 5.44	**5.22**	f 3.03	325.3	D CONCEPCION	3.3
10							328.6	ANACAPA (Spur)	1.2
51	1.45	5.40		5.52	5.29	3.11	329.8	GATO	1.2
20				f		f	331.0	SAN AUGUSTINE	3.2
17				f		f	334.2	DRAKE	0.6
67	2.00	5.55		6.00	5.37	3.20	334.8	SACATE	4.6
49 W	2.45	6.20		f 6.10	5.45	s 3.30	339.4	DN GAVIOTA	0.6
							340.0	AOCO (Spur)	2.6
51	2.55	6.30		6.15	5.50	3.37	342.6	LENTO	3.1
53	3.10	6.45		f 6.20	5.56	f 3.43	345.7	TAJIGUAS	2.9
30				f		f	348.6	ORELLA (Spur)	1.3
48	3.25	**7.00**		6.28	6.05	3.51	349.9	CAPITAN	3.2
6							353.1	VERAS (Spur)	1.9
42 27 W	3.45	7.15		f 6.40	6.15	f 4.05	355.0	D NAPLES	2.1
5							357.1	VILO (Spur)	1.8
54	3.55	7.25		**6.46**	**6.22**	f 4.13	358.9	ELLWOOD	1.3
30						f	360.2	COROMAR	1.5
26							361.7	LA PATERA	1.1
50	4.15	7.35		6.52	6.28	f 4.22	362.8	D GOLETA	2.1
2							364.9	IRMA (Spur)	1.6
45	4.35	7.45		6.59	6.35	4.30	366.5	HOPE RANCH	1.4
2							367.9	OLIVA	0.6
							368.5	WEST STA. BARBARA	2.2
TWFO	5.00PM	8.00AM		s 7.15PM	s 6.50AM	s 4.45AM	370.7	DNRP **SANTA BARBARA**	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(68.0)	
	(5.10) 13.12	(4.15) 16.00		(2.13) 30.67	(2.08) 31.87	(2.35) 26.32		..........Time over District ....Average speed per hour	

Automatic Block

D. Track

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 110 on signal at any station between San Jose and Santa Barbara to receive passengers for Los Angeles or east thereof.

TOWARD SAN FRANCISCO—San Luis Obispo and Santa Barbara Sub-Division.

Westward.

Time Table No. 106 June 2, 1918			Distance from Santa Barbara	FIRST CLASS			THIRD CLASS	
				77	17	75	317	243
				Shore Line Limited	Seashore Express	The Lark	Way Freight	Sunset Manifest
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily
SAN FRANCISCO			370.7	10.45PM	11.15AM	10.15AM		3.00AM
LOMPOC JCT. 5.2	DN	Automatic Block	68.0	s 1.34PM	s 12.15AM	1.14AM	10.40AM	10.30PM
HONDA 2.6			62.8	1.23	f 12.04AM	1.04	10.20	10.05
ARLIGHT 2.0			60.2	f	f			
ARGUELLO 4.8			58.2	1.17	11.57PM	12.58	10.05	9.50
SUDDEN 3.5	N		53.4	f 1.10	f 11.49	12.51	9.45	9.35
JALAMA 4.5			49.9	f **1.04**	f 11.43	12.45	9.30	9.20
CONCEPCION 3.3	D		45.4	f 12.56	f 11.36	12.38	9.00	9.00
ANACAPA 1.2			42.1					
GATO 1.2			40.9	12.49	11.30	12.32	8.40	8.50
SAN AUGUSTINE 3.2			39.7	f	f		8.30	
DRAKE 0.6			36.5	f	f			
SACATE 4.6			35.9	12.42	11.22	12.26	8.00	8.30
GAVIOTA 0.6	DN		31.3	f 12.35	s 11.14	12.19	7.40	8.10
AOCO 2.6			30.7					
LENTO 3.1			28.1	12.28	11.08	12.14	7.22	7.55
TAJIGUAS 2.9			25.0	f 12.23	f 11.03	12.09	7.10	7.45
ORELLA 1.3			22.1	f	f			
CAPITAN 3.2			20.8	12.14	10.54	12.02AM	7.00	7.30
VERAS 1.9			17.6					
NAPLES 2.1	D		15.7	f 12.06PM	s 10.45	11.55PM	6.40	7.10
VILO 1.8			13.6					
ELLWOOD 1.3			11.8	11.58AM	f 10.37	11.46	**6.22**	**6.46**
COROMAR 1.5			10.5		f			
LA PATERA 1.1			9.0					
GOLETA 2.1	D		7.9	11.52	s 10.28	11.41	6.00	
IRMA 1.6			5.0					
HOPE RANCH 1.4			4.2	11.46	10.22	11.36	5.47	6.25
OLIVA 0.6			2.8					
WEST STA. BARBARA 2.2		D. Track	2.2	11.41	10.16	11.31	5.37	6.15
SANTA BARBARA	DNRP		0.0	11.35AM	10.10PM	11.25PM	5.30AM	6.00PM
(68.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily
Time over District................				(1.59)	(2.05)	(1.49)	(5.10)	(4.30)
Average speed per hour				34.28	32.64	37.43	13.12	15.11

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 17 at any station between Santa Barbara and San Jose to discharge passengers from Los Angeles or east thereof.

CARRIER'

Eastward. FROM SAN FRANCISCO—Watsonville Jct. and San Luis Obispo Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings and spurs in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS				FIRST CLASS					Distance from San Francisco	Time Table No. 106 June 2, 1918	Distance from Pacific Grove	FIRST CLASS								THIRD CLASS
	312				146	28	84	144	140				141	27	143	87	147				311
	Way Freight				Pacific Grove Passenger	Del Monte Express	Scenic Local	Pacific Grove Passenger	Pacific Grove Passenger				Del Monte Junction Passenger	Del Monte Express	Del Monte Junction Passenger	Scenic Local	Del Monte Junction Passenger				Way Freight
	Leave Daily EX. SUNDAY				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily EX. SUNDAY
					3.30PM	2.00PM	8.05AM	8.00AM		0.0	**SAN FRANCISCO**	128.3	10.15AM	12.35PM		9.45PM	10.45PM				
52 70 YW	8.15AM				7.40PM	5.16PM	1.10PM	11.15AM	7.10AM	110.4	DNRP **DEL MONTE JCT.** 2.0	17.9	s 6.50AM	s 8.55AM	s 11.00AM	s 4.05PM	s 7.00PM				2.25PM
19	8.20				f 7.45	5.20	f 1.15	f 11.20	f 7.15	112.4	NASHUA P. V. R. R. Crossing 1.5	15.9	f 6.45	8.50	f 10.54	f 3.57	f 6.55				2.15
17	8.25				f 7.50	5.23	f 1.20	f 11.25	f 7.20	113.9	NEPONSET 0.9	14.4	f 6.40	8.47	f 10.49	f 3.52	f 6.50				2.05
26					f		f	f	f	114.8	LAPIS (Spur) 0.6	13.5	f		f	f	f				
8	8.43				f 7.55	5.27	f 1.25	f 11.30	f 7.25	115.4	BARDIN 1.9	12.9	f 6.36	8.43	f 10.44	f 3.47	f 6.46				1.55
10					f		f	f	f	117.3	MARINA 2.4	11.0	f		f	f	f				
18	9.00				f 8.02	5.35	f 1.35	f 11.37	f 7.32	119.7	GIGLING 0.8	8.6	f 6.29	8.36	f 10.37	f 3.40	f 6.39				1.35
12					f			f	f	120.5	WORKFIELD 2.8	7.8	f		f		f				
10	9.25				f 8.09	5.41	f 1.42	f 11.44	f 7.38	123.3	SEASIDE 1.0	5.0	f 6.23	8.29	f 10.29	f 3.34	f 6.33				1.00
10										124.3	RETREAT (Spur) 0.6	4.0									
60	9.30				s 8.13	s 5.50	s 1.46	s 11.49	s 7.42	124.9	DEL MONTE 0.8	3.4	s 6.19	s 8.25	s 10.25	s 3.30	s 6.29				12.55
56	10.20				s 8.17	s 5.58	s 1.50	s 11.53AM	s 7.45	125.7	MONTEREY 0.3	2.6	s 6.15	s 8.15	s 10.20	s 3.25	s 6.25				12.50
									s	126.0	SARD 0.4	2.3		s		s					
9										126.4	ORD 0.5	1.9									
8					f		f	f	f	126.9	HOFFMAN AVE. 1.4	1.4	f		f	f	f				
28 TWF	10.55AM				s 8.25PM	s 6.10PM	s 2.05PM	s 12.03PM	s 7.55AM	128.3	DRP **PACIFIC GROVE** 1.6	0.0	6.05AM	7.55AM	10.10AM	3.05PM	6.15PM				12.30PM
8										129.9	ASILOMAR 0.1	1.6									
51										130.0	**LAKE MAJELLA** (Spur)	1.7									
	Arrive Daily EX. SUNDAY				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily EX. SUNDAY
	(2.40) 6.71				(0.45) 23.86	(0.54) 19.81	(0.55) 19.52	(0.48) 22.37	(0.45) 23.86		Time over District Average speed per hour		(0.45) 23.86	(1.00) 17.90	(0.50) 21.48	(1.00) 17.90	(0.45) 23.86				(1.55) 9.30

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

Eastward. FROM S. F., TOWARD S. F. Westward. Watsonville Jct. and San Luis Obispo Sub-Div.

Capacity of sidings and spurs in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco	Time Table No. 106 June 2, 1918	Distance from Spreckels	
		STATIONS		
	0.0	**SAN FRANCISCO**	122.8	
78 Y	120.3	P **SPRECKELS JC** 2.5	2.5	
	122.8	**SPRECKELS**	0.0	
		(2.5)		

Service on Spreckels Branch performed by extra trains only.

Eastward. FROM S. F.—San Luis Obispo and Santa Barbara Sub-Division—TOWARD S. F. Westward.

Capacity of sidings and spurs in car lengths, and location of Scales, Fuel, Water, Turning Stations and Interlockers,		FIRST CLASS			Distance from San Francisco	Time Table No. 106 June 2, 1918	Distance from Lompoc	FIRST CLASS				
		176	174	172				171	173	175		
		Lompoc Passenger	Lompoc Mixed	Lompoc Mixed				Lompoc Jct. Mixed	Lompoc Jct. Passenger	Lompoc Jct. Mixed		
		Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		
		8.00AM			0.0	**SAN FRANCISCO**	312.4		10.45PM			
97 YWF		5.10PM	1.40PM	8.00AM	302.7	DNRP **LOMPOC JCT.** 1.1	9.7	s 7.30AM	s 1.20PM	s 4.50PM		
32		f	f	f	303.8	BARODA 3.8	8.6	f	f	f		
24		f	f	f	307.6	POST 0.5	4.8	f	f	f		
15		f	f	f	308.1	GARUS (Spur) 0.2	4.3	f	f	f		
10		f	f	f	308.3	LA SALLE (Spur) 4.1	4.1	f	f	f		
Term. T		s 5.40PM	s 2.10PM	s 8.30AM	312.4	DRP **LOMPOC**	0.0	7.00AM	12.50PM	4.10PM		
		Arrive Daily	Arrive Daily	Arrive Daily		(9.7)		Leave Daily	Leave Daily	Leave Daily		
		(0.30) 19.40	(0.30) 19.40	(0.30) 19.40		Time over District Average speed per hour		(0.30) 19.40	(0.30) 19.40	(0.40) 14.55		

ADDITIONAL STOPS.

No. 172 to receive milk ¾ mile west of Post.
All trains on signal at Baroda pumping station 1.4 miles west of Post.

Westward trains are superior to trains of the same class in the opposite direction.

Eastward. FROM S. F. TOWARD S. F. Westward.

S. F. and Watsonville Jct. Sub-Div.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	SECOND CLASS 202 New Almaden Mixed	Distance from San Francisco		Time Table No. 106 June 2, 1918	Distance from New Almaden	
	Leave MON. ONLY			STATIONS		
		0.0		**SAN FRANCISCO**	64.1	
34 W	10.16AM	50.7	DR	**CAMPBELL**	13.4	
				0.1		
		50.8 54.5		JC. ALMADEN BR.	13.3 9.6	
				1.5		
	f 10.23	56.0		L. G. & S. J. ROAD	8.1	
				0.7		
44	f 10.27	56.7		UNION AVE. (Spur)	7.4	
				2.4		
7	f 10.37	59.1		LE FRANC	5.0	
				0.8		
	f 10.41	59.9		THONA	4.2	
				1.2		
		61.1		MERCURY (Spur)	3.0	
				1.6		
6	f 10.53	62.7		ALMADEN CROSS'G	1.4	
				1.4		
Term.	s 11.00AM	64.1	R	**NEW ALMADEN**	0.0	
	Arrive MON. ONLY			(9.7)		

(0.44) ....Time over District..........
13.23 ....Average speed per hour........

Eastward. FROM S. F.—TOWARD S. F. Westward.

San Francisco and Watsonville Jct. Sub-Div.

Capacity of sidings and spurs in car lengths and locations of Scales, Fuel, Water, Turning Stations and Interlockers.	Distance from San Francisco		Time Table No. 106 June 2, 1918	Distance from New Almaden	FIRST CLASS 201 New Almaden Mixed	
			STATIONS		Arrive MON. ONLY	
	0.0		**SAN FRANCISCO**	63.0		
50	55.5	RP	**LICK**	7.5	s 11.50AM	✓
			3.4			
12	58.9		ALAMITOS	4.1	f 11.30	
			0.9			
17 W	59.8		SEALS	3.2	f 11.25	
			1.5			
6	61.3		GREYSTONE	1.7	s 11.18	
			1.7			
Term.	63.0	R	**NEW ALMADEN**	0.0	11.10AM	✓
			(7.5)		Leave MON. ONLY	

............Time over District............ (0.40)
..........Average speed per hour.......... 11.25

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division—TOWARD SAN FRANCISCO. Westward.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS					Distance from San Francisco		Time Table No. 106 June 2, 1918		Distance from San Bruno	FIRST CLASS					
					68 San Jose Passenger						35 San Francisco Passenger					
					Leave Daily EX. SUNDAY			STATIONS			Arrive Daily					
					6.05PM	0.0	DNR	**SAN FRANCISCO**		13.6	7.30AM					
								0.9								
I						0.9		W. P. Ry. Crossing		12.7						
								0.3								
						1.2		O. S. Ry. Crossing		12.4						
								0.4								
					6.12	1.6		EIGHTEENTH STREET		12.0	7.22					
								1.1								
					s 6.18	2.7		VALENCIA STREET		10.9	s 7.18					
								1.3								
17					f 6.25	4.0		BERNAL		9.6	f 7.14					
								1.0								
4						5.0		CRESCENT (Spur)		8.6						
								0.2								
48					f 6.28	5.2		ELKTON		8.4	f 7.11					
								0.6								
6						5.8		RUP (Spur)		7.8						
								0.5								
10					s 6.32	6.3	P	OCEAN VIEW (Spur)	Double Track	7.3	s 7.08					
								1.1								
46					f 6.34	7.4		DALY CITY		6.2	f 7.04					
								0.7								
36					f 6.36	8.1		UNION PARK		5.5	f 7.02					
								0.4								
18					s 6.37	8.5	P	COLMA (Spur)		5.1	s 7.01					
								0.6								
4					f	9.1		GREENLAWN (Spur)		4.5	f					
								0.5								
						9.6		HANNA (Spur)		4.0						
								0.1								
					f	9.7		EMANUEL (Spur)		3.9	f					
								0.4								
10						10.1		CARROL (Spur)		3.5						
								0.2								
12					f 6.42	10.3		HOLY CROSS		3.3	f 6.54					
								1.1								
14 W					f 6.45	11.4		**BADEN** (Spur)		2.2	f 6.51					
								1.6								
44 44 Y					f 6.49	13.0		**TANFORAN**		0.6	6.47					
								0.6								
22					s 6.51PM	13.6	RP	**SAN BRUNO** (Spur)		0.0	6.45AM					
					Arrive Daily EX. SUNDAY			(13.6)			Leave Daily					

(0.46) ....Time over District.................. (0.45)
17.74 ....Average speed per hour.................. 18.13

Eastward. FROM S. F. S. F. and Watsonville Jct. Sub-Div. Westward. TOWARD S. F.

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.		Distance from San Francisco		Time Table No. 106 June 2, 1918	Distance from So. San Francisco		
				STATIONS			
		0.0	DNR	**SAN FRANCISCO**	13.0		
W		11.4		**BADEN** (Spur)	1.6		
				1.6			
Yard		13.0	D	SO. SAN FRANCISCO	0.0		
				(1.6)			

Service performed by extra trains only.

Eastward. FROM S. F. S. F. and Watsonville Jct. Sub-Div. Westward. TOWARD S. F.

Capacity of sidings in car lenghts and location of Scales, Fuel, Water, Turning Stations and Interlockers.		Distance from San Francisco	Time Table No. 106 June 2, 1918	Distance from Loma Prieta		
			STATIONS			
		0.0	**SAN FRANCISCO**	90.4		
11 WY		87.0	**APTOS**	3.4		
			1.6			
		88.6	READY (Spur)	1.8		
			1.4			
		90.0	MOLINO (Spur)	0.4		
			0.4			
		90.4	**LOMA PRIETA**	0.0		
			(3.4)			

Service on Loma Prieta Branch performed by extra trains only.

ADDITIONAL STOPS—Nos. 35 and 68 on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim, Cypress Lawn and Judson Ave.

Westward trains are superior to trains of the same class in the opposite direction.

CAR

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS					Distance from San Francisco			Time Table No. 106 June 2, 1918
	352 Way Freight	70 Watsonville Junction Limited	120 Santa Cruz Passenger	502 Santa Cruz Passenger (Via Oakland)	84 Scenic Local	118 Watsonville Junction Passenger				
	Leave TUESDAY THURSDAY & SATURDAY	Leave Daily EX. SUN.	Leave Daily Ex.SATURDAY & SUNDAY	Leave Daily	Leave Daily	Leave Daily				STATIONS
		4.00PM		8.00AM	8.05AM		0.0			**SAN FRANCISCO**
31WY		4.51PM			9.17AM		31.8	DR		**MAYFIELD** 2.2
							34.0			ALTA MESA 1.7
54		s5.01			f 9.25		35.7	P		LOS ALTOS 1.8
							37.5			SPRINGER ROAD 0.7
							38.2			LOYOLA 1.5
	From College Park			Via West San Jose			39.7			SIMLA (Spur) 1.3
		f			f 9.32		41.0			MONTA VISTA 2.8
		f					43.8			AZULE (Spur) 1.4
		f			f 9.41		45.2			CONGRESS JUNC 0.9
		f			f		46.1			SAN TOMAS 0.8
		f			f		46.9			POLLARD ROAD 0.9
		f			f 9.45		47.8			QUITO 0.3
	6.01AM	s5.27		10.50AM	s 9.47		48.1 51.8	RP		**VASONA JCT.** 2.5
68 W	7.10	s5.37		s10.59	s 9.56		54.3	DP		LOS GATOS 1.8
		f		f	f		56.1			LYNDON 0.9
15	7.30	f5.47		s11.10	s10.06		57.0	D		ALMA 1.5
		f		f			58.5			ALDERCROFT 1.5
22	8.08	f5.55		f11.19	f10.15		60.0			EVA 0.3
		f		f	f		60.3			CALL OF THE WILD 1.0
16 W	9.01	s6.01		s11.27	s10.21		61.3	D		WRIGHT 2.1
8		f		s	s		63.4			LAUREL 1.4
23	9.30	f6.11		s 11.39	s 10.33		64.8	D		GLENWOOD 1.0
		f		f	f		65.8			CLEMS 0.4
		f					66.2			VIRGINIA 0.4
15 W	9.45	f6.17		f11.46	f10.38		66.6		Automatic Block	TANK SIDING 0.8
5		f		f	f		67.4			ZAYANTE (Spur) 1.2
11	10.00	f6.22		f11.53	f10.44		68.6			MEEHAN 1.8
57	10.10	f6.27		s11.58AM	s10.49		70.4			OLYMPIA 1.7
		f		f12.04PM	f10.53		72.1			MT. HERMON 0.3
36 TW	10.25AM 2.10PM	s6.34	2.05PM	s12.16	s10.57	7.30AM	72.4	DRP		**FELTON** 0.9
5	2.15	f	s 2.08	s12.19	s11.00	s7.33	73.3			BIG TREES 2.1
11	2.25	f6.43	f 2.15	f12.25	11.06	f7.40	75.4			RINCON 1.5
		f	f	f	f	f	76.9			GOLF LINKS 1.2
20		f					78.1			EBLIS (Spur) 0.3
			s			s	78.4			PARK STREET 0.8
Term. Yd. TWFY	2.45PM	s6.57PM	s 2.30PM	s12.40PM	s11.20AM	s7.55AM	79.2	DRP		**SANTA CRUZ**
	Arrive TUESDAY THURSDAY & SATURDAY	Arrive Daily EX. SUN.	Arrive Daily Ex.SATURDAY & SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily				(43.7)
	(8.44)	(2.06)	(0.25)	(1.50)	(2.03)	(0.25)	............Time over District.			
	3.13	20.80	16.32	14.94	21.30	16.32	............Average speed per hour.			

Westward trains are superior to trains of the same class in the opposite direction.

Westward trains take siding at Santa Cruz.
Westward First Class trains take siding when meeting Eastward First Class trains at Felton.

ADDITIONAL STOPS. No. 84 Saturday and Sunday on signal at Aldercroft.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106

June 2, 1918

				FIRST CLASS					THIRD CLASS
			Distance from Santa Cruz	69	119	501	121	87	351
				San Francisco Limited	Boulder Creek Passenger	San Francisco Passenger (Via Oakland)	Boulder Creek Passenger	Scenic Local	Way Freight
	STATIONS			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily Ex. SATURDAY & SUNDAY	Arrive Daily	Ar. MON., WED. & FRIDAY
	SAN FRANCISCO		79.2	9.52AM		6.10PM		9.45PM	
DR	MAYFIELD		47.4	s 8.59AM					
	ALTA MESA	2.2	45.2						
P	LOS ALTOS	1.7	43.5	s 8.50					
	SPRINGER ROAD	1.8	41.7						
	LOYOLA	0.7	41.0						
	SIMLA	1.5	39.5						
	MONTA VISTA	1.3	38.2	f 8.41		Via West San Jose		Via West San Jose	To College Park
	AZULE	2.8	35.4						
	CONGRESS JUNCTION	1.4	34.0	f					
	SAN TOMAS	0.9	33.1	f					
	POLLARD ROAD	0.8	32.3	f					
	QUITO	0.9	31.4	f					
RP	VASONA JUNCTION	0.3	31.1 27.4	s 8.30		s 3.27PM		s 7.46PM	2.23PM
DP	LOS GATOS	2.5	24.9	s 8.25		s 3.20		s 7.40	2.15
	LYNDON	1.8	23.1			f		f	
D	ALMA	0.9	22.2	f 8.15		s 3.09		f 7.31	1.00
	ALDERCROFT	1.5	20.7			f			
	EVA	1.5	19.2	8.08		f 2.59		f 7.23	12.40
	CALL OF THE WILD	0.3	18.9	f		f		f	
D	WRIGHT	1.0	17.9	s 8.02		s 2.53		s 7.17	12.30PM
	LAUREL	2.1	15.8	f		s		f	
D	GLENWOOD	1.4	14.4	f 7.50		s 2.40		s 7.04	11.39AM 10.25
	CLEMS	1.0	13.4			f			
	VIRGINIA	0.4	13.0			f			
	TANK SIDING	0.4	12.6	7.44		f 2.30		f 6.55	10.11
	ZAYANTE	0.8	11.8			f		f	
	MEEHAN	1.2	10.6	7.37		f 2.23		f 6.47	10.01
	OLYMPIA	1.8	8.8	f		s 2.17		s 6.42	9.55
	MT. HERMON	1.7	7.1	f 7.27		f 2.07		f	
DRP	FELTON	0.3	6.8	s 7.25	s 10.50AM	s 2.05	s 4.45PM	s 6.34	9.45 8.45
	BIG TREES	0.9	5.9	f	s 10.45	s 2.00	s 4.40	s 6.17	8.40
	RINCON	2.1	3.8	7.13	f 10.38	f 1.53	f 4.33	f 6.10	8.30
	GOLF LINKS	1.5	2.3		f		f		
	EBLIS	1.2	1.1		f		f		
	PARK STREET	0.3	0.8		f		f		
DRP	SANTA CRUZ	0.8	0.0	7.00AM	10.25AM	1.40PM	4.20PM	5.55PM	8.00AM
	(43.7)			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily Ex. SATURDAY & SUNDAY	Leave Daily	Lv. MON. WED. & FRIDAY
	Time over District			(1.59)	(0.25)	(1.47)	(0.25)	(1.51)	(6.23)
	Average speed per hour			22.03	16.32	15.48	16.32	14.80	6.84

Automatic Block

Westward trains take siding at Santa Cruz.

Westward First Class Trains take siding when meeting Eastward First Class Trains at Felton.

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS.

No. 87 Saturday and Sunday on signal at Aldercroft.

No. 69 Monday on signal at Zayante.

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Inter-lockers.	THIRD CLASS		FIRST CLASS						Distance from San Francisco		Time Table No. 106 June 2, 1918
	358 Way Freight	356 Way Freight	128 Watsonville Junction Passenger	70 Watsonville Junction Limited	124 Watsonville Jct. Passenger	84 Scenic Local	122 Watsonville Jct. Passenger	118 Watsonville Jct. Passenger			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Lv. SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
				4.00PM		8.05AM			0.0		SAN FRANCISCO
Term. YTWF	4.10PM	12.40PM	7.00PM	7.00PM	3.35PM	11.35AM	9.30AM	8.15AM	79.2	DRP	SANTA CRUZ 0.5
			f	f	f	f	f	f	79.7		CASINO 0.7
5			f 7.03	f 7.03	f 3.38	s 11.38	f 9.33	f 8.18	80.4		SEABRIGHT (Spur) 0.5
2			f	f	f	f	f	f	80.9		TWIN LAKES (Spur) 1.1
			f	f	f	f	f	f	82.0		DEL MAR 1.2
40 34									83.2		OPAL (Spur) 0.7
21	4.27	1.18	s 7.14	s 7.14	s 3.48	s 11.49AM	s 9.43	s 8.30	83.9	D	CAPITOLA 1.2
			f	f	f	f	f	f	85.1		NEW BRIGHTON 1.9
11 YW	4.37	1.30	s 7.23	s 7.23	s 3.55	s 12.01PM	s 9.53	s 8.38	87.0	D	APTOS 0.7
6									87.7		FARLEY 2.0
9			f	f	f	f	f	f	89.7		LEONARD (Spur) 0.9
2			f	f	f	f	f	f	90.6		MANRESA (Spur) 1.9
15	5.07	1.52	f 7.33	f 7.33	f 4.08	f 12.12	f 10.05	f 8.48	92.5		ELLICOTT 3.3
37	5.18	2.02	f 7.40	f 7.40	f 4.18	f 12.20	f 10.15	f 8.57	95.8		NUGA 2.0
Yard	5.25	2.09	s 7.45	s 7.45	s 4.23	s 12.25	s 10.20	s 9.02	97.8		P. V. R. R. Crossing WATSONVILLE 1.4
Yard TYWF	5.35PM	2.15PM	s 7.50PM	s 7.50PM	s 4.30PM	¶ 12.30PM	s 10.25AM	s 9.10AM	99.2	DNRP	WATSONVILLE JCT.
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Ar. SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(20.3)
	(1.25) 14.33	(1.35) 12.80	(0.50) 24.36	(0.50) 24.36	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14	(0.55) 22.14			......Time over District ......Average speed per hour

Eastward.

FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Inter-lockers.	THIRD CLASS	FIRST CLASS					Distance from San Francisco		Time Table No. 106 June 2, 1918
	354 Way Freight	520 Boulder Creek Passenger	518 Boulder Creek Passenger	516 Boulder Creek Passenger	514 Boulder Creek Passenger	512 Boulder Creek Passenger			
	Leave TUESDAY, THUR. & SAT.	Leave Daily	Leave Daily EX. SAT. & SUNDAY	Leave SATURDAY & SUNDAY	Leave Daily	Leave Daily			STATIONS
		4.00PM			8.00AM	8.05AM	0.0		SAN FRANCISCO
36 TW	11.07AM	6.35PM	4.45PM	2.05PM	12.20PM	10.57AM	72.4	DRP	FELTON 0.3
							72.7		OLD FELTON (Spur) 0.7
		f	f	f	f	f	73.4		BONNY BRAE 0.9
		f	f	f	f	f	74.3		BRACKNEY 0.4
3		f	f	f	f	f	74.7		GLEN ARBOR (Spur) 1.2
		f	f	f	f	f	75.9		NEWELL JUNC. (Spur) 0.4
11	11.55AM	s 6.50	s 5.00	s 2.20	s 12.33	s 11.10	76.3		BEN LOMOND 1.0
		f	f	f	f	f	77.3		PHILLIPSHURST 0.3
9		f	f	f	f	f	77.6		SIESTA (Spur) 0.3
		f	f	f	f	f	77.9		FISH HATCHERY 0.4
8	12.15PM	f 6.59	f 5.09	f 2.29	f 12.40	f 11.17	78.3		BROOKDALE (Spur) 0.5
		f	f	f	f	f	78.8		HARRIS 0.3
		f	f	f	f	f	79.1		FILBERT 0.6
Term. TW	12.25PM	s 7.05PM	s 5.15PM	s 2.35PM	s 12.45PM	s 11.22AM	79.7	DRP	BOULDER CREEK
	Arrive TUESDAY, THUR. & SAT.	Arrive Daily	Arrive Daily EX. SAT. & SUNDAY	Arrive SATURDAY & SUNDAY	Arrive Daily	Arrive Daily			(7.3)
	(1.18) 5.61	(0.30) 14.60	(0.30) 14.60	(0.30) 14.60	(0.25) 17.52	(0.25) 17.52			......Time over District ......Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106 June 2, 1918 STATIONS		Distance from Watsonville Jct.	FIRST CLASS 119 Boulder Creek Passenger Arrive Daily	123 Santa Cruz Passenger Arrive Daily	87 Scenic Local Arrive Daily	125 Santa Cruz Passenger Arrive Daily	127 Santa Cruz Passenger Arrive Daily	THIRD CLASS 355 Way Freight Arrive Daily EX. SUNDAY	357 Way Freight Arrive Daily EX. SUNDAY
	SAN FRANCISCO	99.2			9.45PM				
DRP	**SANTA CRUZ** 0.5	20.0	s 10.18AM	s **11.35AM**	s 5.45PM	7.30PM	s 8.50PM	6.30AM	11.20AM
	CASINO 0.7	19.5	f	f	f	f	f		
	SEABRIGHT 0.5	18.8	f 10.13	f 11.30	s 5.34	f 7.25	f 8.45		
	TWIN LAKES 1.1	18.3	f	f	f	f	f		
	DEL MAR 1.2	17.2	f	f	f	f	f		
	OPAL 0.7	16.0							
D	CAPITOLA 1.2	15.3	s 10.04	s 11.20	s 5.25	s **7.14**	s 8.35	6.10	11.00
	NEW BRIGHTON 1.9	14.1	f	f	f	f	f		
D	APTOS 0.7	12.2	s **9.53**	s 11.12	s 5.17	s 7.02	s 8.27	5.55	10.50
	FARLEY 2.0	11.5							
	LEONARD 0.9	9.5	f	f	f	f	f		
	MANRESA 1.9	8.6	f	f	f	f	f		
	ELLICOTT 3.3	6.7	f 9.42	f 11.02	f **5.07**	f 6.52	f 8.17	5.43	10.30
	NUGA 2.0	3.4	f 9.35	f 10.55	f 5.00	f 6.45	f 8.10	5.28	**10.15**
	P. V. R. R. Crossing WATSONVILLE 1.7	1.4	s 9.30	s 10.50	s 4.55	s 6.40	s 8.05	5.21	9.51
DNRP	**WATSONVILLE JCT.**	0.0	9.25AM	10.45AM	4.50PM	6.35PM	**8.00PM**	5.15AM	9.45AM
	(20.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDA	Leave Daily EX. SUNDAY
	Time over District		(0.53)	(0.50)	(0.55)	(0.55)	(0.50)	(1.15)	(1.35)
	Average speed per hour		22.98	24.36	22.14	22.14	4.3	16.24	12.80

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106 June 2, 1918 STATIONS		Distance from Boulder Creek	FIRST CLASS 511 Watsonville Jct. Passenger Arrive Daily	513 Felton Passenger Arrive Daily	515 Felton Passenger Arrive Daily	517 Felton Passenger Arrive Daily	THIRD CLASS 353 Way Freight Arrive TUESDAY, THURS.&SAT.
	SAN FRANCISCO	79.7	9.52AM		6.10PM	9.45PM	
DRP	**FELTON** 0.3	7.3	s 7.20AM	s 12.08PM	s **1.55PM**	s **6.25PM**	1.40PM
	OLD FELTON (Spur) 0.7	7.0					
	BONNY BRAE 0.9	6.3	f	f	f	f	
	BRACKNEY 0.4	5.4	f	f	f	f	
	GLEN ARBOR 1.2	5.0	f	f	f	f	
	NEWELL JUNC. 0.4	3.8	f	f	f	f	
	BEN LOMOND 1.0	3.4	s 7.04	s **11.55AM**	s 1.42	s 6.09	1.17
	PHILLIPSHURST 0.3	2.4	f	f	f	f	
	SIESTA 0.3	2.1	f	f	f	f	
	FISH HATCHERY 0.4	1.8	f	f	f	f	
	BROOKDALE 0.5	1.4	f 6.55	f 11.48	f 1.35	f 6.00	12.57
	HARRIS 0.3	0.9	f	f	f	f	
	FILBERT 0.6	0.6	f	f	f	f	
DRP	**BOULDER CREEK**	0.0	6.50AM	11.43AM	1.30PM	5.55PM	**12.50PM**
	(7.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUESDAY, THURS.&SAT.
	Time over District		(0.30)	(0.25)	(0.25)	(0.30)	(0.50)
	Average speed per hour		14.60	17.52	17.52	14.60	8.76

Westward trains are superior to trains of the same class in the opposite direction.

Exceptions:
No. 512 is superior to No. 513.
No. 354 is superior to No. 353.

Westward trains take siding at Santa Cruz.

Eastward. FROM SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS		SECOND CLASS	FIRST CLASS				Distance from San Francisco		Time Table No. 106 June 2, 1918
	802	352	202	506	510	502	508			
	Way Freight	Way Freight	New Almaden Mixed	San Jose Passenger (Via Oakland)	Milk Train	Santa Cruz Passenger (Via Oakland)	Milk Train			
	Leave Daily EX. SUNDAY	Leave TUES. THURS. & SATURDAY	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS
				5.20PM		8.00AM		0.0		SAN FRANCISCO
Yard	3.00PM			7.40PM	3.45PM	10.25AM	5.50AM	44.3	D	SANTA CLARA 1.4
I	3.05PM	5.30AM	10.00AM	s 7.45PM	s 3.50PM	s10.30	s 5.55AM	45.7	RP	**COLLEGE PARK** 1.1
Yard TWFO		5.35	s10.05			s10.35		46.8	P	WEST SAN JOSE 2.1
35 23		5.40	f10.10			f		48.9		FOYLE (Spur) 0.8
7			f			f		49.7		MOULTON (Spur) 1.0
34 W		5.55	s 10.16AM			s10.43		50.7	DR	**CAMPBELL** 2.2
6								52.9		VASONA (Spur) 0.4
		6.01AM				s 10.50AM		53.3 51.8	RP	**VASONA JUNCTION**
	Arrive Daily EX. SUNDAY	Arrive TUES. THURS. & SATURDAY	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(9.0)
	(0.05) 16.80	(0.31) 14.71	(0.16) 18.75	(0.10) 8.40	(0.05) 16.80	(0.25) 21.60	(0.05) 16.80			....Time over District ....Average speed per hour

Western Division trains will be governed by Western Division time table between Santa Clara and College Park.

Eastward. FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F. Westward.

Capacity of sidings and spurs in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	THIRD CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 106 June 2, 1918	Distance from Tres Pinos	FIRST CLASS			THIRD CLASS
	416	208	206	204					203	205	207	413
	Way Freight	Tres Pinos Passenger	Tres Pinos Passenger	Tres Pinos Passenger					Gilroy Passenger	Gilroy Passenger	Gilroy Passenger	Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		3.30PM		6.10AM	00.0		**SAN FRANCISCO**	101.1	11.15AM	4.20PM	8.20PM	
	7.12AM	6.08PM	1.35PM	9.47AM	83.2	RP	**CARNADERO** 0.7	17.9	s 8.07AM	s11.35AM	s 4.55PM	12.10PM
22		f	f	f	83.9		PLANTEL 1.1	17.2	f	f	f	
		f	f	f	85.0		SAWYER 0.9	16.1	f	f	f	
25				f	85.9		FEP (Spur) 4.4	15.2	f	f		
11	7.53	f 6.20	f 1.47	f 9.59	90.3		HUDNER 3.4	10.8	f 7.53	f11.20	f 4.33	11.45AM
					93.7		DURI (Spur) 1.2	7.4				
28T W	8.30	s 6.33	s 2.00	s10.12	94.9	D	HOLLISTER 3.8	6.2	s 7.44	s11.10	s 4.23	11.20 10.50
		f	f	f	98.7		AGATE 2.4	2.4	f	f	f	
Term. T	8.50AM	s 6.48PM	s 2.20PM	s 10.30AM	101.1	DR	**TRES PINOS**	0.0	7.30AM	10.55AM	4.00PM	10.30AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily			(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.38) 10.00	(0.40) 26.85	(0.45) 23.86	(0.43) 24.81			..........Time over District.......... ....Average speed per hour..........		(0.37) 29.03	(0.40) 26.85	(0.55) 19.53	(1.40) 11.32

Westward trains are superior to trains of same class in opposite direction. Exception No. 204 is superior to No. 205.
No. 416 is superior to No. 413.

TOWARD SAN FRANCISCO—San Francisco and Watsonville Jct. Sub-Division.

Westward.

Time Table No. 106

June 2, 1918

	STATIONS	Distance from Vasona Junction	FIRST CLASS 505 San Francisco Passenger (Via Oakland) Arrive Daily	501 San Francisco Passenger (Via Oakland) Arrive Daily	87 Scenic Local Arrive Daily	557 San Francisco Passenger (Via Oakland) Arrive Daily	THIRD CLASS 801 Way Freight Arrive Daily EX. SUN.	351 Way Freight Arrive MON., WED., & FRI.
	SAN FRANCISCO	53.3	11.50AM	6.10PM	9.45PM	10.00PM		
D	SANTA CLARA	9.0	s 9.30AM	s 4.00PM		s 8.20PM	12.15PM	
	1.4							
R	**COLLEGE PARK**	7.6	9.25AM	s 3.55	s 8.13PM	8.15PM	12.10PM	4.05PM
	1.1							
P	WEST SAN JOSE	6.5		s 3.50	s 8.10			4.01
	2.1							
	FOYLE	4.4		f				
	0.8							
	MOULTON	3.6		f				
	1.0							
DR	**CAMPBELL**	2.6		s 3.33	s 7.51			3.33
	2.2							
	VASONA	0.4						
	0.4							
RP	**VASONA JUNCTION**	0.0		3.27PM	7.46PM			2.23PM
	(9.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUN.	Leave MON., WED., & FRI.
	Time over District		(0.05)	(0.33)	(0.27)	(0.05)	(0.05)	(1.42)
	Average speed per hour		16.80	16.36	16.88	16.80	16.80	4.47

Western Division trains will be governed by Western Division time table between College Park and Santa Clara.

Eastward.

FROM S. F.—San Francisco and Watsonville Jct. Sub-Division—TOWARD S. F.

Westward.

Time Table No. 106

June 2, 1918

Capacity of sidings in car lengths and location of Scales, Fuel, Water, Turning Stations and Interlockers.	FIRST CLASS ✓ 408 Davenport Mixed Leave Daily	✓ 406 Davenport Mixed Leave Daily EX. SUNDAY	✓ 404 Davenport Mixed Leave Daily EX. SUNDAY	✓ 402 Davenport Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Davenport	FIRST CLASS ✓ 401 Santa Cruz Passenger Arrive Daily	✓ 403 Santa Cruz Mixed Arrive Daily EX. SUNDAY	✓ 405 Santa Cruz Mixed Arrive Daily EX. SUNDAY	✓ 407 Santa Cruz Mixed Arrive Daily
					0.0		**SAN FRANCISCO**	90.7				
Term. FWTY	4.40PM	12.45PM	8.00AM	6.00AM	79.2	DRP	**SANTA CRUZ**	11.5	s 7.15AM	s 11.45AM	s 4.00PM	s 6.10PM
							1.9					
48	f 4.45	12.50	8.05	f 6.05	81.1		ORBY	9.6	f 7.08	11.37	3.53	f 6.03
							2.3					
					83.4		WILDER SPUR	7.3				
							2.5					
37	f 4.57	1.02	f 8.17	f 6.17	85.9		GODOLA	4.8	f 6.56	11.26	f 3.41	f 5.51
							4.8					
Term. WY	s 5.10PM	s 1.15PM	s 8.30AM	s 6.30AM	90.7	RP	**DAVENPORT**	0.0	6.45AM	11.15AM	3.30PM	5.40PM
	Arrive Daily	Arrive Daily EX SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily			(11.5)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	(0.30)	(0.30)	(0.30)	(0.30)			Time over District		(0.30)	(0.30)	(0.30)	(0.30)
	23.00	23.00	23.00	23.00			Average speed per hour		23.00	23.00	23.00	23.00

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 402 is superior to No. 401; No. 408 is superior to Nos. 405 and 407.

ADDITIONAL STOPS

Nos. 401, 402, 407 and 408 on signal at Younglove Avenue, Santa Cruz.

Nos. 402 and 407 on signal at California Street, Santa Cruz.

Nos. 404 and 407 on signal at Laguna Creek.

Nos. 401, 402, 405, 406 and 408 on signal at Laguna Creek, Liddell and Lower Crossing, Davenport.

All trains on signal at Wilder Spur, and at point opposite dairy building one-half mile west of Wilder Spur.

SPECIAL RULES.

“SAFETY FIRST”

No. 1. EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

No. 2. ON DOUBLE TRACK, BETWEEN THIRD AND TOWNSEND STREETS SAN FRANCISCO AND SAN JOSE VIA BAY SHORE, ANY ENGINE MAY RUN EXTRA BETWEEN ANY POINTS WITHOUT RUNNING ORDERS, BUT MUST COMPLY WITH RULE 83-A BEFORE LEAVING SAN FRANCISCO AND SAN JOSE OR REDWOOD JUNCTION.

3.

STANDARD CLOCKS.

San Francisco, Dispatcher's Office,
“ “ Trainmaster's Office,
“ “ Engineers' Room,
Bayshore Yard Office,
Redwood Jct., Telegraph Office,
San Jose passenger station,
Santa Cruz “ “
Gilroy “ “
Tres Pinos “ “
Watsonville Jct., “ “
San Luis Obispo, Telegraph Office,
Boulder Creek passenger station,
Del Monte Jct. “ “
Pacific Grove “ “
Salinas “ “
King City “ “
Santa Margarita “ “
Lompoc Jct., “ “
Santa Barbara, Yard Office.

WATCH INSPECTORS.

Webb C. Ball, General Time Inspector, 65 Market St. ....San Francisco.
T. Lundy, 718 Market St. San Francisco.
P. H. Shuey, 703 Market St...................**San** Francisco.
R. Kocher & Son.......San Jose.
H. W. Copp and H. W. Copp, Jr. 696 Third St., and all territory on Division.
C. S. Gilmore.........Los Gatos.
J. P. McAlpine.....Gilroy.
G. P. Martin........Watsonville.
Klein & Trumbley..Santa Cruz.
A. W. Anderson.....Salinas.
E. B. Lewis........Pacific Grove.
A. J. Dutton........San Luis Obispo.
A. A. Poole.........Santa Barbara.
E. H. Pratt.........Lompoc.

4.

BULLETIN BOARDS.

San Francisco,
Bayshore,
Redwood Jct.
San Jose,
Gilroy,
Watsonville Jct.
Santa Cruz,
Pacific Grove,
Boulder Creek,
Salinas,
King City,
San Luis Obispo,
Guadalupe,
Lompoc Jct.
Santa Barbara.

5.

CLEARANCE CARDS.

Trains must obtain clearance card before leaving San Jose.

Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

Trains to and from Pacific Grove branch must obtain clearance card before leaving Del Monte Junction when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card at Mayfield when operator is on duty.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations except when operator is on duty.

6.

REGISTERING—EXCEPTIONS.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

San Bruno: Only Nos. 35 and 68.

Redwood Jct. Only trains via Dumbarton line and trains originating and terminating will register.

Mayfield: Only trains via Los Altos and trains originating and terminating will register.

College Park: Only trains via West San Jose and Western Division trains originating or terminating at San Jose or College Park will register.

All eastward trains on Campbell line stopping to register at College Park switch house must not stop until rear of train is east of three-arm signal at this point.

All eastward trains into Market Street station, when stopping to register at College Park switch house, must not stop with more than one car west of switch house.

All westward Coast Division trains stopping at College Park station must not stop until rear of train is west of dwarf signal at this point.

Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

Lick and Campbell: Only trains moving over New Almaden Branches will register.

Gilroy: Nos. 77 and 75 will register by ticket as per Rule 83-B.

Carnadero: Only Tres Pinos Branch trains will register.

Del Monte Junction: Only trains running under schedules originating and terminating and trains via Gigling will register.

Salinas, King City, Guadalupe and Casmalia: Only trains originating and terminating will register.

Santa Barbara: All first-class trains register at passenger station and by Form 2642 at yard office.

7.

TRAIN AND AIR INSPECTION.

Air brakes on all trains must be tested at Santa Margarita, Davenport, Glenwood, Santa Cruz, Boulder Creek, Tres Pinos and New Almaden and when air line has been cut or cars are picked up or set out at any point in the manner prescribed by air brake Rule No. 17. Special attention should also be given to Rule No. 14.

When making running test leaving San Francisco, San Jose, Watsonville Jct., Santa Margarita, and San Luis Obispo it must not be made until rear of train is over Fourth Street, San Francisco, past the water columns on both tracks at San Jose, past the water columns at Watsonville Jct., past the water tank at Santa Margarita, and past the place where engine stands on train at San Luis Obispo. At other places where running tests are required to be made rear of train must pass place where track is slippery, due to oil and water on rails from standing engines; this on account of liability of sliding and flattening wheels at these points.

Running test to be made by eastward and westward trains after passing summit in Tunnel No. 6 between Cuesta and Thyle.

The tonnage of any train between summit in Tunnel 6 (located between Cuesta and Thyle) and San Luis Obispo or Santa Margarita and on the Los Gatos line between Glenwood and Los Gatos and Glenwood and Eblis, must not exceed 115 M's per operative brake.

No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful inspection.

Eastward freight trains stop at Chorro 5 minutes or more for wheels to cool and trainmen to examine wheels and running gear. Such trains delayed at Serrano 5 minutes or more make examination of wheels and running gear at that point instead of Chorro and omit stop at Chorro.

8.

USE OF RETAINERS.

Conductors will be responsible for proper handling of retainers by brakemen.

On passenger trains descending grades between San Luis Obispo and Santa Margarita, all available retainers will be turned up, including the retainer on tenders of locomotives, as soon as the train passes the summit; in order that the retainers may be gotten into operation before any considerable distance is covered, trains will not exceed a speed of twenty miles per hour on westward trains from summit to west switch at Cuesta and on eastward trains from summit to west portal of Tunnel No. 8.

On freight trains, descending grades between San Luis Obispo and Santa Margarita, all retainers will be turned up, including retainer on tender of locomotives.

Retainers will be used on westward trains to the automatic distant signal east of Santa Margarita and on eastward trains to the west switch at Hathaway.

Should wheels give evidence of excessive heating, retainer may be turned down for a time and then turned up again.

Retainers will be used at other points and under other conditions where in judgment of the engine and train crew it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

Eastward freight trains reduce to 10 miles per hour from a point one-half mile west of Hathaway to Hathaway to give trainmen an opportunity to turn down retainers.

9. USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limts, between San Francisco and Santa Barbara, and between Vasona Junction and Santa Cruz, the note under Rule No. 211 is modified as follows:

Form “19” train order may be issued to restrict the superiority of a train, except that Form “31” must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule No. 217.)
(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule No. 219.)
(3) When issuing an order Form “G,” Example 3.
(4) When giving any train right over all trains.
(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operators on all districts will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials before delivery. Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a “19” order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Attention of conductors and engineers is called to the importance of approaching at a moderate rate of speed, not to exceed 20 miles per hour, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

10.

AUTOMATIC SIGNALS.

Signal westward trains San Luis Obispo yard and distant signal westward trains Logan on left side of track.

Referring to Rule No. 504, Book of Rules: On **SINGLE TRACK** trains will wait five minutes before following flagman.

San Jose. If signal 464 is at stop, proceed immediately; in storm or fog, flag.

When train is stopped by automatic block signals 1001 or 1002, Watsonville Junction Yard, 1184 or 1185, Salinas Yard, 2524 or 2525, San Luis Obispo Yard, it may proceed under control not exceeding six (6) miles per hour to next home signal if track is known to be clear or in established yards on signal of yardman.

Vasona Junction, signal 518 will not assume proceed position until after junction switch is lined for Campbell-Los Gatos line.

West Santa Barbara, signal 3686 will not assume the proceed position until after switch is lined for eastward track.

Westward trains will stop east of signal 833 if to hold main track with a meet at Carnadero.

Trains delayed by block signals must report to Superintendent by wire. Conductor must use every reasonable effort to ascertain cause.

11.

OVERLAPS.

Affecting eastward trains—Nova and Hathaway. Westward trains—Tennant and Miller. Eastward and westward trains—Logan and West Siding Casmalia. Trains in direction indicated holding main track against opposing trains must not pass post marking overlap of adjoining block, and switch must not be opened to head opposing train into siding until it is known that expected train has passed signal at opposite end of block.

12.

STAFF LIMITS.

Wright and Glenwood. Staff is used as additional precaution and does not suspend requirements of rules, time-table nor train orders. Westward trains obtain staff at Glenwood, eastward trains at Wright when operator is on duty, and must not pass station train order signal until staff is in their possession.

In case of wire trouble, trains may move within these limits on authority of staff only; Rule 457 will not apply. When office at Wright or Glenwood is closed trains moving without staff must register.

13.

INTERLOCKING PLANTS.

Trains must clear detector circuit at all times.

Particular attention to Rules 663, 671 and 903.

Movements through interlocking plants, on a hand signal from towerman, train must be preceded by a flagman.

When working in interlocking limits all trains and yard engines must be governed by fixed signals and must move far enough to get fixed signal for move in reverse direction.

Engineers will sound one short and two long (o ——— ———) blasts of whistle for Coast Division main track.

14. Fourth Street Tower.

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks and ladders and certain switches adjacent.

All moves within these limits will be governed by dwarf signals (home signals are not semi-automatic), each signal over route train is using good only to next signal. Movement must be made under control and position of switches observed as such signals govern movements for various routes.

Trains, or yard engines, coming from train sheds at Passenger station may proceed to first signal eastward from train shed.

If one blast of large air whistle at interlocking tower is sounded all trains and yard engines within limits of interlocking plant must stop.

When their train is ready to depart Conductors will push button on same side of post in train shed as the starting light for their train is on.

As detector circuits control switches, cars must not be left standing on them.

The tracks and switches within this plant are numbered and in arranging between yard men and tower men for movements, tracks, or switch numbers or both should be used so clear understanding will be had. All orders over phone must be carefully given and repeated back.

15. Potrero Tower.

Limits extend from high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1, on westward main track, to dwarf two-arm home and distant signal 600 feet west of tower on eastward main track, including main tracks, yard and roundhouse leads and certain switches adjacent.

All movements within these limits will be governed by dwarf signals, except westward movement on westward main track through Tunnel No. 1; which movement will be governed by high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1; this signal good only through Tunnel No. 1 to dwarf two-arm home and distant signal 10 feet west of west portal of Tunnel No. 1. Westward trains and yard engines moving through Tunnel No. 1 must be prepared to stop at this dwarf signal.

Whistle signals:

One long and one short (——— o) blasts of whistle for Mission Bay Yard; one short, one long and two short (o ——— o o) blasts of whistle for track adjacent and parallel to westward main track; two short, one long and two short (o o ——— o o) blasts of whistle for track adjacent and parallel to eastward main track; one short and one long (o ———) blasts of whistle for Roundhouse.

In order to facilitate movement, engines and drags when ready to leave San Francisco for Bayshore will use following whistle signals; two long and one short (——— ——— o) blast of whistle for outbound yard, Bayshore; two short, one

15. Potrero Tower—Continued.

long and one short (o o ——— o) blasts of whistle for inbound yard, Bayshore; one short, two long and one short (o ——— ——— o) blasts of whistle for movement into Bayshore Yard through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore Station.

Towerman Potrero Tower will notify towerman Bayshore Tower where engines and drags desire to go on arrival at Bayshore.

16. Bayshore Tower.

Limits extend from high three-arm home and distant signal 400 feet east of east portal Tunnel No. 4, on eastward main track to high two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 on westward main track, including main tracks, yard leads and certain switches adjacent.

High three-arm home and distant signal 400 feet east of Tunnel No. 4, top arm good for eastward main track, middle arm is distant signal for eastward main track, lower or short arm good eastward for other routes. High two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 good for westward main track.

Other movements governed by dwarf signals.

Whistle signals:

Two long and one short (——— ——— o) blasts of whistle for outbound yard; two short, one long and one short (o o ——— o) blasts of whistle for inbound yard; one short, two long and one short (o ——— ——— o) blasts of whistle for movement into Bayshore Yard through either 5 or 7 switch just east of westward cross-over which is 300 feet east of Bayshore Station; two short, one long and two short (o o ——— o o) blasts of whistle for car repair yard; one short and one long (o ———) blasts of whistle for drill No. 1; one long, two short and one long (——— o o ———) blasts of whistle for drill No. 2.

In order to facilitate movement, engines and drags will sound following whistle signals when ready to depart from Bayshore to San Francisco; one long and one short (——— o) blasts of whistle for Mission Bay Yard; one short, one long and two short (o ——— o o) blasts of whistle for track adjacent and parallel to westward main track in San Francisco.

Towerman Bayshore Tower will notify towerman Potrero Tower where engines and drags out of Bayshore desire to go on arrival at San Francisco.

17. College Park Tower.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm good for other routes.

Westward trains Campbell track governed by three-arm signal 500 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark track, and lowest arm other routes.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of cross-over switch.

Other movements governed by dwarf signals.

Whistle signals:

Two short, one long and two short (o o ——— o o) blasts of whistle for Newark or Campbell track; one long and one short (——— o) blasts of whistle for San Jose freight yard; two long and one short (——— ——— o) blasts of whistle for Santa Cruz drill track; one short and one long (o ———) blasts of whistle for Santa Clara.

18. San Jose Tower. (Coast Division.)

Towerman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

Single-arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through cross-over to dwarf signal or to eastward main track.

Dwarf signals govern movement of eastward trains from track 3 or from freight yard to main track.

Whistle signals:

One long and one short (——— o) blasts of whistle for Coast Division trains for freight yard.

San Jose Tower. (Western Division.)

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Dwarf signal governs movement of westward trains from freight yard or track 3 to Niles line.

Whistle signals:

One long and one short (——— o) blasts of whistle for Western Division trains for freight yard.

Two short, one long and two short (o o ——— o o) blasts of whistle when to move from San Jose Yard to Western Division Niles line; one short and one long (o ———) blasts of whistle for Borcher's Spur.

Other movements governed by dwarf signals.

19. Hadley Tower.

Note general and special rules.

20. Ninth and Division Tower, San Francisco.

Eastward trains governed by dwarf signal 300 feet west of tower.

Westward trains governed by one-arm signal 900 feet east of tower; this signal governs two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for movement westward on main track; lower arm other routes.

Eastward movement on industry track governed by one-arm signal 420 feet west of tower.

Other movements governed by dwarf signals.

Whistle signals:

One short and one long (o ———) blasts of whistle for Chemical Works; two short, one long and two short (o o ——— o o) blasts of whistle for upper stone yard; one short, one long and two short (o ——— o o) blasts of whistle for lower stone yard; two long and one short (——— ——— o) blasts of whistle for Dunham, Carrigan & Hayden Spur; one long and one short (——— o) blasts of whistle for old eastward track.

21. SPEED RESTRICTIONS.

MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR.

	Passenger	Freight
East Portal Tunnel 1 - South San Francisco (via Bayshore)	40	20
South San Francisco-Santa Margarita	50	35
Santa Margarita-San Luis Obispo	30	12
San Luis Obispo-Santa Barbara	50	35
Valencia St.-San Bruno (via Tanforan)	30	25
Lick-New Almaden-Campbell	15	15
Carnadero-Hollister	40	30
Hollister-Tres Pinos	35	25
Watsonville Jct.-Santa Cruz	40	20
Del Monte Jct.-Monterey	40	20
Monterey-Pacific Grove	30	20
Pacific Grove-Asilomar	15	15
Lompoc Junction-Lompoc	30	20
San Jose-Vasona Junction	40	30
Vasona Junction-Olympia	25	20
Olympia-Santa Cruz	30	20
Davenport-Santa Cruz	30	30
Boulder Creek-Felton	20	12
Loma Prieta Branch	8	8
Mayfield-Vasona Junction	50	30

Trains must reduce speed as follows:		Miles per Hour		Distance
		Pass.	Frt.	
San Francisco	Third St. to E Portal Tunnel No. 1	15	15	.....
Redwood City	828′ E. of M. P. 25 to 884′ E. of M. P. 26	30	30	5336′
Carnadero	900′ W. of M. P. 83 to 2600′ E. of M.P. 83	30	30	3500′
Sargent-Betabel	1800′ W. of M. P. 87 to 1360′ E. of M. P. 89	40	35	3160′
East of Betabel	485′ E. of M. P. 90 to 1720′ W. of M. P. 90	30	30	2205′
Logan	1018′ W. of M. P. 92 to 2385′ E. M. P 94	30	30	7182′
Elkhorn	1050′ E. of M.P. 103 to 1100′ W. of M.P. 105	30	20	8410′
Miller Gun Club	M. P. 108 to 2574′ E M. P. 108	30	30	2574′
Rocky Point	760′ E. of M. P. 155 to M. P. 156	30	30	4520′
Bradley	2450′ E. of M. P. 193 to 830′ E. of M. P. 194	30	30	3660′
Templeton	680′ W. of M.P. 221 to 920′ W. of M.P. 222	40	35	5040′
Havel	520′ W. of M.P. 229 to 2260′ W. of M.P. 230	40	35	2500′
Eaglet	760′ E. of M.P. 230 to 1950′ E. of M.P. 231	40	35	6370′
Goldtree	420′ W. of M. P. 247 to 900′ E. of M. P. 248	20	8	6600′
Tiber	320′ W. of M. P. 261 to 630′ W. or M. P. 262	30	30	4330′
Callender	1320′ W. of M. P. 268 to 720′ E. of M. P. 269	45	45	7320′
Schuman	1875′ W. of M. P. 284 to 2090′ E. of M. P. 284	45	35	3965′
Schuman	2700′ W. of M. P. 285 to 800′ W. of M. P. 286	45	35	7180′
Narlon	1400′ W. M. P. 291 to 3000′ E. M. P. 291	45	35	4400
Jalama-Concepcion	3555′ W. of M. P. 323 to M. P. 323	25	25	3555′
Sacate	M. P. 335 to 400′ E. of M. P. 336	30	30	5680′
Orella	1320′ E M. P. 347 to 2112′ W. M. P. 349	40	25	7128′
Lapis	1630′ W. of M. P. 115 to 330′ W. of M.P .115	30	20	1300′
Workfield	M. P. 121 to 265′ E. of M. P. 121	30	20	2650′
Seaside	1250′ W. of M.P. 122 to 2320′ E. of M.P. 121	30	20	3570′
Del Monte	3095′ W. of M. P. 125 to 2180′ W. of M.P. 125	30	20	915′
Monterey	1180′ W. of M. P. 126 to 210′ W. of M. P. 127	25	20	6250′
Pacific Grove	140′ W. of M. P. 127 to 580′ E. of M. P. 128	25	20	6000′
Los Gatos	2000′ E. of M. P. 55 to M. P. 56	15	15	3200′
Alma	500′ W. of M. P. 58 to 3500′ E. of M.P. 58	20	20	4000′
Aldercroft	2300′ E. of M. P. 59 to 2800′ E. of M. P. 59	20	20	500′
Tunnel No. 1	Glenwood Line	20	20	6200′
Laurel	500′ E. of M.P. 63 to East End Tunnel No. 2	20	20	7800′
Glenwood	500′ E. of M. P. 65 to 3000′ E. of M. P. 65	20	20	2500′
Clems	West End Tunnel No. 3 to 300′ E. of East End Tunnel No. 3	20	20	1200′
Big Trees	244′ West of M.P. 74 to 2816′ W. of M. P. 74	20	20	2572′
Rincon	1200′ W. of M. P. 75 to 200′ E. of M. P. 75	25	20	1400′
Rincon	1000′ W. of M. P. 76 to 300′ W. of M. P. 76	20	20	700′
Golf Links	2300′ E. of M. P. 76 to 2800′ E. of M. P. 76	25	20	500′
Golf Links	3000′ E. of M. P. 76 to M. P. 77	25	20	1380′

Trains must not exceed a speed of 15 miles per hour between Third St. and east portal of Tunnel No. 1; and between Third St. and Valencia St.; 40 miles per hour between east portal of Tunnel No. 1 and South San Francisco; 20 miles per hour through Los Gatos; 20 miles per hour through San Jose, Gilroy, Santa Cruz and Watsonville; 8 miles per hour through Salinas, and 15 miles per hour through Hollister; 30 miles per hour between Dumbarton wye switch and the first street crossing west of freight house at Redwood City. Time required between slow boards at Redwood City, 2 minutes.

No train shall exceed a speed of 6 miles per hour on curves New Almaden line, nor speed of 10 miles per hour through cross-overs and entering sidings.

Westward trains reduce to 15 miles per hour approaching switches at east end of San Luis Obispo yard and not exceed this speed through yard.

Maximum speed of certain classes of locomotives running light must not exceed:
Engines of consolidated type................ 40 miles per hour.
Mogul type—compound engines............ 45 " "
Switch engines, 6 wheel connected.......... 20 " "

Running Backward.

Consolidated type .... 20 miles per hour.
Mogul type .... 25 " "
All types passenger power................. 25 " "

This except where maximum speed is 25 miles per hour, engines backing up in such territory will not exceed 15 miles per hour.

MAXIMUM SPEED FOR WHICH THE FOLLOWING ENGINES ARE COUNTERBALANCED.

Class of Locomotive	Engine Numbers	Maxim'm Speed in Miles per Hr.	Maximum Wheel Pressure
A—84 15-25/28 110	3000 to 3009	77	48375
A—81 20/28 105	3025 to 3065	77	46380
P—77 22/28 141	2400 to 2437	77	35680
P—77 25/28 172s	2453 to 2458	....	....
T—63 19/24 105	2221-2230-2233—2234	63	29150
T—63 20/26 112	2249-2250-2254-2259-2271	63	31760
C—57 22/30 180	2624 to 2679	52	39650
C—57 22/30 187	2513 to 2599—2752 to 2836	57	36470
C—57 22/30 184	2698 to 2751	57	35965
C—57 22/30 178	2680 to 2693	57	34350
M—63 20/28 126	1615 to 1719	63	34480
M—63 21/28 144	1749-1799	53	42860
M—63 20/28 147	1804 to 1818	63	37650
E—73 20/26 100	1526 to 1540	73	45615
E—73 20/24 92	1445 to 1458	73	33840

The above table is for the information of enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

HADLEY CROSSING—Speed ten (10) miles per hour.

RAILROAD CROSSINGS NOT INTERLOCKED.

Watsonville	Pajaro Valley Consolidated Ry.
Nashua	Pajaro Valley Consolidated Ry.

22. LOCATION OF STRUCTURES NOT HAVING STANDARD CLEARANCE.

M.P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco....	Bayshore..........	Mariposa St. Bridge......	17.0′	....
1.3	"	"	A.T.&S.F.R.R. Crossing...	21.6′	....
1.5	"	"	Tunnel 1............	18.1′	....
1.7	"	"	22nd Street Crossing.....	16.9′	8.3′
1.9	"	"	23rd Street Crossing......	16.7′	7.0′
2.0	"	"	Tunnel No. 2...........	17.6′	....
3.1	"	"	15th Avenue So...........	16.1′	5.7′
3.4	"	"	Tunnel 3.............	18.1′	....
4.2	"	"	Paul Ave.............	19.0′	....
4.6	"	"	Tunnel 4.............	17.2′	7.8′
7.7	Bayshore..........	So. San Francisco	" 5.............	17.6′	8.2′
25.1	San Carlos.......	Redwood City...	R. of W. Fence..........	....	6.5′
29.7	Menlo Park.......	Palo Alto.......	San Francisquito Creek Br.	21.8′	7.5′
46.9	San Jose..........	Passenger Station..	....	20.2′	....
120.5	Spreckels Jct.....	Spence.........	P. V. C. R. R. Crossing...	21.5′	....
200.6	Bradley.........	Nacimiento......	Salinas River Bridge......	....	7.6′
222.0	Templeton........	Asuncion.......	Road Crossing..........	20.6′	8.2′
239.6	Cuesta..........	Thyle..........	Tunnel 6.............	16.6′	7.1′
240.2	Thyle..........	Serrano........	" 7.............	16.6′	7.5′
240.6	"	"	" 8.............	16.6′	7.1′
240.9	"	"	" 9.............	18.0′	7.0′
241.7	"	"	" 10.............	16.0′	7.4′
251.1	Hathaway.......	San Luis Obispo..	Road Crossing..........	....	7.8′
251.2	"	" ..	"	21.7′	7.6′
251.8	"	" ..	"	21.6′	8.0′
261.4	Tiber..........	Pizmo..........	Villa Creek, 2nd Crossing..	19.3′	....
275.4	Bromela.........	Guadalupe.......	Santa Maria Bridge.......	20.2′	7.0′
279.5	Guadalupe........	Waldorf........	Road Crossing..........	21.3′	8.3′
301.9	Ajax...........	Lompoc Jct......	Santa Ynez River Bridge...	21.7′	7.5′
318.3	Sudden.........	Jalama.........	Tunnel 12............	18.0′	8.3′
334.4	Drake..........	Sacate.........	" 13............	17.9′	8.1′
335.0	Sacate..........	Gaviota........	Overhead Bridge.........	....	8.0′
345.9	Tajiguas........	Orella.........	" "	....	8.2′
358.2	Vilo...........	Ellwood........	" Crossing.......	....	8.1′
368.0	Hope Ranch.....	Santa Barbara...	" Bridge........	....	7.9′

SAN BRUNO BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
3.0	Valencia Street...	Bernal.........	Dolores Street Bridge.....	19.3′	7.3′
3.6	Bernal.........	Elkton.........	Spring Valley Pipe Crossing	21.3′	....
5.7	Elkton.........	Rup...........	Road Crossing..........	....	7.4′

LOS GATOS LINE—VASONA TO SANTA CRUZ.

M.P.	East of	West of	Description	Height	Side Clearance
62.0	Wright.........	Laurel.........	Tunnel 1............	18.7′	7.8′
64.0	Laurel.........	Glenwood......	" 2............	18.4′	7.7′
66.0	Glenwood.......	Clems.........	" 3............	19.3′	7.5′
69.3	Meehan.........	Olympia........	" 4............	19.8′	8.3′
73.4	Big Trees.......	Rincon.........	San Lorenzo River Bridge.	19.0′	7.5′
74.1	"	"	Tunnel 5............	15.5′	6.6′
75.5	Rincon.........	Golf Links.......	Road Crossing..........	21.6′	....
78.2	Eblis..........	Park Street......	Tunnel 6............	16.2′	7.4′

WATSONVILLE JCT.—SANTA CRUZ BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
79.3	Santa Cruz......	Seabright.......	Road Crossing..........	18.1′	7.7′
79.4	"	"	"	17.7′	....
80.1	"	"	San Lorenzo River Bridge.	....	7.5′
90.1	Leonard........	Manresa........	Road Crossing..........	19.7′	7.8′

MONTEREY BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
113.5	Nashua.........	Neponset.......	Salinas River Bridge	....	7.5′
123.5	Seaside.........	Del Monte......	Foot Bridge	21.1′	....

LICK—NEW ALMADEN BRANCH.

M.P.	East of	West of	Description	Height	Side Clearance
62.1	Greystone......	New Almaden....	Arroyo Seco Bridge	19.3′	6.7′

Employes must not ride on top or side of cars at above places. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

Stock Chute at Orella is not standard clearance, being old-style chute, clearance 6′ from center of track.

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23. JUNCTION SWITCHES.

Switches at Vasona Junction and Felton must be left set, making track from Mayfield to Santa Cruz the continuous main track.

S. P. Co. trains and San Jose, Los Gatos & Interurban Ry. Co. cars will use S. P. Co. tracks from the junction between Campbell and L. G. & S. J. road to L. G. & S. J. road jointly. Switches at junction points must be lined up for Interurban Ry. Co. line. S. P. Co. train No. 202 has right over San Jose, Los Gatos & Interurban Ry. Co. cars on joint track, but must come to a stop before going on joint track and not exceed a speed of ten miles per hour over joint track, all other S. P. Co. trains must first come to a stop before going on joint track and send flagman in advance immediately, wait five minutes after the flagman has started, and then proceed under control at a speed not exceeding six miles per hour until the train has passed off joint track, taking particular care not to close down on the flagman ahead until he has reached the end of joint track. All such S. P. Co. trains must be protected to the rear as per Rule 99.

24. WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

Kind of Car	Average Wts.—Pounds		
	Wood	Steel	Steel Underframe
Baggage..................	79,000	90,000	....
Baggage—(Dynamo)...........	....	105,000	....
Baggage and Mail............	77,000	121,000-69′ 90,000-60′	93,000
Baggage and Passenger.........	61,000	....	....
Buffet....................	....	130,000	122,000
Buffet—(Dynamo)............	....	146,000	....
Business..................	107,000	178,000	135,000
Chair....................	86,000	98,000	....
Coaches..................	80,000	95,000	....
Dining...................	128,000	147,000	135,000
Horse Express..............	81,000	....	....
Observation...............	122,000	145,000	131,000
Postal....................	....	110,000-60′ 77,000-40′	....
Pullman Parlor..............	115,000	146,000	....
Pullman Observation..........	125,000	151,000	127,000
Pullman Standard Sleepers......	125,000	153,000	145,000
Pullman Tourist Sleepers........	94,000	....	133,000
Tea and Silk................	48,000	....	....

25.

YARDS.

Yards are established at the following stations:

San Francisco, Gilroy, King City, Santa Cruz
Redwood Jct., Watsonville Jct., San Luis Obispo
San Jose, Salinas, Lompoc Jct.

Rules 93 and 93-D are revised as follows:

''Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.''

Flagging Exceptions:

San Jose. Westward first-class trains, having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains, standing at San Jose Passenger Station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of special instructions relative to Signal 464.

26.

CROSS-OVER ON DOUBLE TRACK.

San Francisco, 100 feet west of West Portal Tunnel No. 3, South San Francisco, Tanforan ''Y,'' San Bruno, Aqua, Millbrae, Broadway, Burlingame, San Mateo, Belmont, Redwood City, Redwood Jct., 100 feet east of East Switch leading to Dumbarton ''Y,'' Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara.

At Mayfield, crossing over from Los Gatos line to westward main track, trainmen throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

When using cross-overs, trainmen must comply with Rule 99, in both directions. After switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction, not less than one-half mile distant, can be seen to be in stop positions.

27.

TRAIN DISPATCHING TELEPHONES.

Telephones at all telegraph offices and sidings between Watsonville Junction and Santa Barbara, except Graves. Train Dispatching Circuit telephones also between Del Monte Junction and Pacific Grove. Dispatching telephone can be used from outside of telegraph office at Gonzales, Bradley, San Miguel and Edna.

28.

HELPER ENGINES.

Where helper engines on passenger trains are picked up at West San Jose or Santa Cruz, and are to be cut out at Glenwood in either direction, the helper shall be cut in ahead, but in event of the helper going through from Santa Cruz to West San Jose, or vice versa, the road engine shall be cut in ahead.

29.

LOMA PRIETA BRANCH.

Trains going to Loma Prieta sound one long blast of whistle before entering yard Loma Prieta Lumber Company to give warning to Lumber Company's men of arrival.

30. TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RESPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.

31.

ONE TORPEDO.

When one torpedo is exploded, train will stop (see Rule 15). If no person is at hand to explain the placing of torpedo, train may proceed to the next station **or block signal as hereinafter provided:**

(A) If view is obscured (by curves, fog, storm, etc.), flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(B) If track is seen to be clear or (within automatic block limits) if signals indicate ''PROCEED,'' train may proceed, but will run under control for a distance of one-half mile before resuming full speed.

32.

RED FUSEE.

On double track lines, when a train finds a fusee burning red, train must stop and may then proceed CAUTIOUSLY, not exceeding six (6) miles per hour, to the obstruction or until clear signal is reached, or until track is known to be clear.

33.

RED LIGHT, RED FLAG.

When a train encounters a red light or a red flag on single track, unattended, they will protect rear and flag ahead one-half mile, stop signal to be acknowledged by two short blasts of whistle.

34.

STREET CROSSINGS.

Street crossings must not be blocked for more than five (5) minutes; particular attention must be given at San Mateo, Redwood City and Gilroy. Cars must not be left in streets at Redwood City or Watsonville.

35.

MISCELLANEOUS.

Headlights of all engines, marker lights of trains and lights in passenger cars occupied must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree, and Wright and Santa Cruz.

Engines on trains of twenty cars or over must in all cases be cut off before taking water.

In such case, or when cut off to flag to telegraph station leaving balance of train on main track, as a precaution, in addition to flagman, place one torpedo on rail 600 feet from remaining portion of train.

Bay Development Company will do switching at Lapis. S. P. Co. trains going on this spur must protect.

Engines can take an emergency supply of water from stand-pipe opposite section house at Neponset, Chualar, Menlo Park (on siding).

Consolidation engines must not be turned on Spreckels Junction wye.

Narlon spur takes off of Narlon siding and is 4.3 miles long. A spur of 19-car capacity known as Marshall is 2.3 miles from Narlon and a siding known as Graham is 4.0 miles from Narlon. This is an industry track used during harvest to handle beets.

36. FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

LOCATION	NAMES	TITLES	DISTRICTS
San Francisco...	Dr. F. K. Ainsworth....	Chief Surgeon and Manager...........	Pacific System.
" ...	Dr. W. B. Coffey........	Division Surgeon......	San Francisco.
" ...	Dr. J. H. O'Connor.....	District Surgeon......	"
" ...	Dr. S. J. Gardner.......	" "	"
" ...	Dr. I. E. Bennett.......	" "	"
" ...	Dr. G. R. Carson.......	" "	"
" ...	Dr. G. H. Willcutt......	Aurist..............	"
" ...	Dr. G. Selfridge........	Consulting Aurist.....	"
" ...	Dr. Wm. F. Blake.......	Oculist..............	"
Visitacion.......	Dr. C. L. Bigelow.......	Emergency Surgeon...	Visitacion.
So.San Francisco	Dr. F. S. Dolley........	District Surgeon......	Ocean View and Millbrae.
Ocean View.....	Dr. Mary Dangel........	Emergency Surgeon...	Ocean View.
San Mateo......	Dr. G. W. Sevenman....	District Surgeon......	Millbrae and Belmont.
Redwood City...	Dr. J. L. Ross..........	" "	Belmont and Atherton.
Palo Alto........	Dr. L. E. Phillips.......	" "	Atherton and Mayfield.
Mayfield........	Dr. F. M. Seibert.......	Emergency Surgeon...	Mayfield.
Los Altos........	Dr. E. H. Coleman......	" "	Los Altos.
Campbell.......	Dr. W. I. Merrill........	" "	Campbell.
Los Gatos.......	Dr. R. P. Gober.........	District Surgeon......	Campbell and Glenwood.
Brookdale.......	Dr. W. A. Phillips...	" "	Felton and Boulder Creek.
Santa Cruz......	Dr. P. T. Phillips.......	" "	Aptos and Glenwood.
Mountain View..	Dr. A. H. McFarlane....	" "	Mayfield and Lawrence.
Santa Clara.....	Dr. J. I. Beattie........	" "	Lawrence and San Jose.
San Jose........	Dr. D. A. Beattie.......	" "	Santa Clara, Campbell.
"	Dr. E. F. Holbrook.....	Assistant Surgeon.....	Milpitas and Coyote.
Morganhill......	Dr. W. D. Miner........	Emergency Surgeon....	Morganhill.
Gilroy..........	Dr. J. W. Thayer.......	District Surgeon......	Coyote and Chittenden.
Hollister........	Dr. P. L. Rookledge....	" "	Carnadero and Tres Pinos.
Watsonville.....	Dr. S. C. Rodgers......	" "	Chittenden and Aptos.
"	Dr. F. H. Koepke.......	Assistant Surgeon.....	" "
Pacific Grove....	Dr. H. N. Yates........	District Surgeon......	Del Monte Junct. and Lake Majella.
Salinas.........	Dr. T. C. Edwards......	" "	Elkhorn and Gonzales.
Gonzales........	Dr. E. W. Bingaman....	Emergency Surgeon...	Gonzales.
Soledad........	Dr. F. J. Bryant........	District Surgeon......	Gonzales and King City.
King City.......	Dr. D. Brumwell........	" "	King City.
San Miguel......	Dr. Wm. McNaul........	" "	King City and Wellsona.
Paso Robles.....	Dr. R. O. Dresser......	" "	Wellsona and Asuncion.
San Luis Obispo	Dr. W. M. Stover.......	" "	Serrano and Oceano.
" "	Dr. J. A. Guilfoil.......	Assistant Surgeon.....	" "
Guadalupe......	Dr. C. W. Merrill.......	District Surgeon......	Oceano and Concepcion.
Lompoc........	Dr. L. E. Heiges.......	" "	Lompoc Junct. and Lompoc.
Santa Barbara...	Dr. G. S. Lovern.......	" "	Concepcion and Carpinteria.
" "	Dr. R. M. Clark........	Assistant Surgeon.....	" "
	COMPANY HOSPITALS.		
San Francisco...	General Hospital..........		Hayes and Baker Sts
" ...	Emergency Hospital........		Third and King Streets.

37.

AUDIBLE SIGNALS (RULE 14).

Redwood Jct. At this point only trains on Dumbarton line, when calling in flagmen from the west, will sound four long and one short (——— ——— ——— ——— o) blasts of the whistle and when calling in flagman from the east will sound six long (——— ——— ——— ——— ——— ———) blasts of the whistle. This exception in order to avoid confusion between Coast and Western Divisions.

49. RATING OF LOCOMOTIVES—COAST DIVISION.

In M's. of 1,000 pounds back of Tender. Revised for June 8, 1913.

CLASS	ENGINE NUMBERS	Boiler Pressure	SAN FRANCISCO AND WATSONVILLE JCT. *SANTA MARGARITA TO WATSONVILLE JCT.	WATSONVILLE JCT. TO SANTA MARGARITA	SANTA MARGARITA TO SAN LUIS OBISPO	SAN LUIS OBISPO TO SANTA MARGARITA	SAN LUIS OBISPO AND SANTA BARBARA	
							THROUGH	LOCAL
E—69 18/24 59	1370, 1372 to 1375	150	1580	1380	.....	.....	.....	....
E—69 18/24 61	1376 to 1381	150	1560	1360	.....	.....	940	980
E—73 20/24 89	1433 to 1443	190	2315	2015	540	480	1320	1350
E—73 20/24 92	1445 to 1458							
E—62 18/26 62	1465, 1468, 1470, 1472, 1473, 1476 to 1479	160	1615	1405	405	360	935	1000
E—73 20/26 100	1526 to 1540	200	2635	2290	625	555	1500	1585
M—63 20/28 126	1615 to 1719	190	2985	2605	815	740	1765	1905
M—63 15½-26/28 144	1793	200	3295	2880	900	810	1950	2140
M—63 21/28 144	1799 to 1803	195	3460	3020	935	845	2040	2220
M—63 21/28 147	1804 to 1822	200	3460	3020	935	845	2040	2220
T—57 18/24 86	2134 to 2153	160	1940	1695	510	460	1135	1215
T—57 18/24 83	2154 to 2173							
T—57 18/24 87	2174 to 2183							
T—63 19/24 105	2221 to 2234	160	2005	1745	515	455	1160	1220
T—63 20/26 112	2235 to 2273	180	2680	2340	715	645	1575	1680
T—69 21/28 149	2283 to 2300	200	3275	2860	845	760	1905	2120
T—62 21/28 144	2301, 2310	200	3460	3020	935	845	2040	2220
P—77 22/28 141	2400 to 2437	200	3185	2755	765	675	1820	2030
P—77 25/28 172-s	2453 to 2458	200	4130	3590	1015	905	2370	2500
C—57 22/30 187	2513 to 2599, 2752 to 2836	200	4115	3530	1145	1030	2420	2650
C—57 22/34 176	2620 to 2623	185	3990	3160	1140	1020	2320	2530
C—57 22/30 180	2624 to 2679	200	4115	3530	1145	1030	2420	2650
C—57 22/30 178	2680 to 2693							
C—57 22/30 184	2694 to 2751	200	4115	3530	1145	1030	2420	2650
TW—51 20-29/26 110	2945, 2948	180	2325	1800	620	540	1330	1455
TW—51 20/26 120	2933 to 2940	170	2800	....	....	....	....	....
TW—51 20/26 118	2949 to 2953							
A—84 15-25/28 110	3000 to 3009	200	2265	1965	480	420	1270	1325
A—81 20/28 105	3025 to 3071	200	2525	2190	545	480	1410	1485
MK—63 26/28 210	3236 to 3270	200	....	....	....	....	3140	....
Allowance for Empty and Under-Loaded Cars—Ms		Less than 40 Ms.	6	6	3	3	3	3
		40 to 50 Ms.	3	3	0	0	0	0
		More than 50 Ms.	0	0	0	0	0	0

*When Rating of Road Engine and Helpers from San Luis Obispo to Santa Margarita exceeds Rating of Road Engine from Santa Margarita to Watsonville Jct., Rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

NOTE:—BOILER PRESSURE EXCEPTIONS { 1749 and 1799 carry 195 lbs.
2948 carries 170 lbs.

W. H. BRENNAN, Trainmaster, San Jose.
T. J. FOLEY, Asst. Trainmaster San Jose.
L. C. GRAM, Trainmaster, San Luis Obispo.

I. J. ONYON, Chief Train Dispatcher, San Francisco.
A. S. BRAINARD, Assistant Chief Train Dispatcher, San Francisco.
G. MERRITT, Chief Train Dispatcher, San Luis Obispo.
D. W. BROPHY, Assistant Chief Train Dispatcher, San Luis Obispo.
J. E. EWALD, Train Dispatcher, San Francisco.
A. KELLER, “ “ “ “
A. P. HEFNER, “ “ “ “
J. A. STONE, “ “ “ “
J. W. DEARDORF, “ “ “ “
H. E. LEVERIDGE, “ “ San Luis Obispo.
W. T. MASENGILL, “ “ “ “ “
J. LEARY, “ “ “ “ “
R. R. MILES, “ “ “ “ “
J. L. EMERY, “ “ “ “ “
C. A. SCHULTZ. “ “ “ “ “
C. T. HALSEY, Examiner, San Francisco.

50. MILEAGE.

MAIN LINES.

San Francisco to Santa Barbara	S. P. R. R.	365.45	
End Western Div. to San Jose	C. P. Ry	.32	
End Western Div. to College Park	S. P. C. Ry	1.37	
Total Main Line			367.14

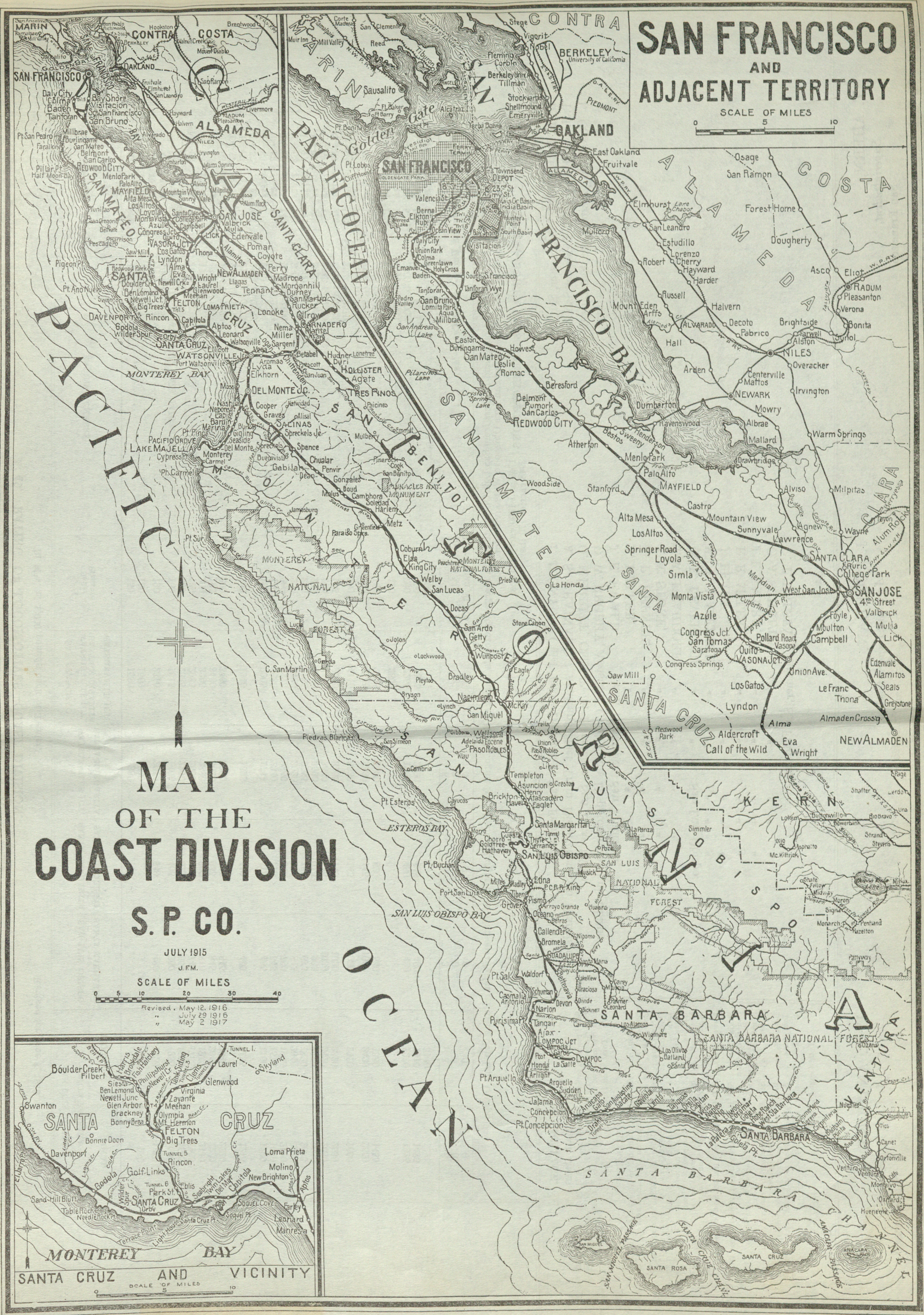
BRANCHES.

Almaden	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
Boulder Creek	S. P. C. Ry.	Felton to Boulder Creek	7.50	
College Park and Sta. Cruz	S. P. C. Ry.	College Park to Santa Cruz	34.77	
Davenport	S. P. R. R.	Santa Cruz to Davenport	11.91	
Lick	S. P. R. R.	Lick to New Almaden	7.77	
Loma Prieta	S. P. R. R.	Aptos to Loma Prieta	3.70	
Lompoc	S. P. R. R.	Lompoc Jct. to Lompoc	10.36	
Los Altos	S. P. R. R.	Mayfield to Vasona Jct.	16.27	
Monterey	S. P. R. R.	Del Monte Jct. to Lake Majella	19.56	
Newell Creek	S. P. C. Ry.	Newell Jct. to Newell Creek Mill	1.54	
Santa Cruz	S. P. R. R.	Watsonville Jct. to SantaCruz	20.18	
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno.	13.13	
South San Francisco	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
Spreckels Spur	S. P. R. R.	Spreckels Jct. to Spreckels	2.82	
Tres Pinos	S. P. R. R.	Carnadero to Tres Pinos	18.30	
Total Branches				179.82
Total Coast Division				546.96

T. AHERN,
Superintendent,
San Francisco.

J. J. JORDAN,
Assistant Superintendent,
San Francisco.

E. R. ANTHONY,
Assistant Superintendent,
San Francisco.



MAP OF THE COAST DIVISION

S.P. CO.

JULY 1915

J.F.M.

SCALE OF MILES

Revised, May 12, 1916
" July 29 1916
" May 2 1917

0 5 10 20 30 40
SAN FRANCISCO AND ADJACENT TERRITORY
SCALE OF MILES
0 5 10
SANTA CRUZ AND VICINITY
SCALE OF MILES
0 5 10
PACIFIC OCEAN
CALIFORNIA
MONTEREY BAY
ESTEROS BAY
SAN LUIS OBISPO BAY
SANTA BARBARA CHANNEL
SAN FRANCISCO BAY
MARIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
SAN LUIS OBISPO
KERN
SANTA BARBARA
VENTURA
MONTEREY NATIONAL FOREST
SAN LUIS NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SAN FRANCISCO
OAKLAND
BERKELEY
SAN JOSE
SANTA CRUZ
WATSONVILLE JC.
SALINAS
DEL MONTE JC.
HOLLISTER
PASO ROBLES
SAN LUIS OBISPO
SANTA BARBARA
SANTA ROSA
SANTA CRUZ
ANACAPA
SAN MIGUEL